



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

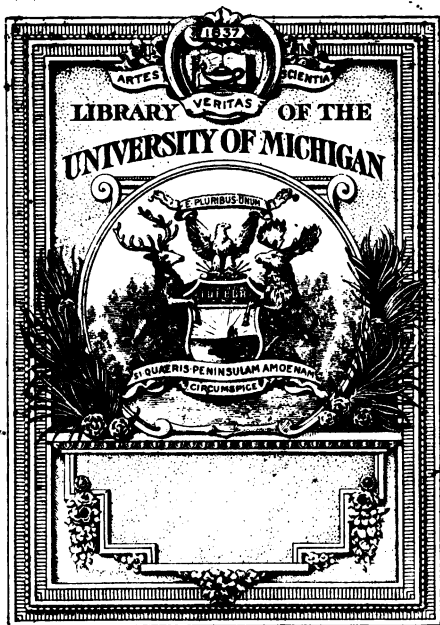
Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

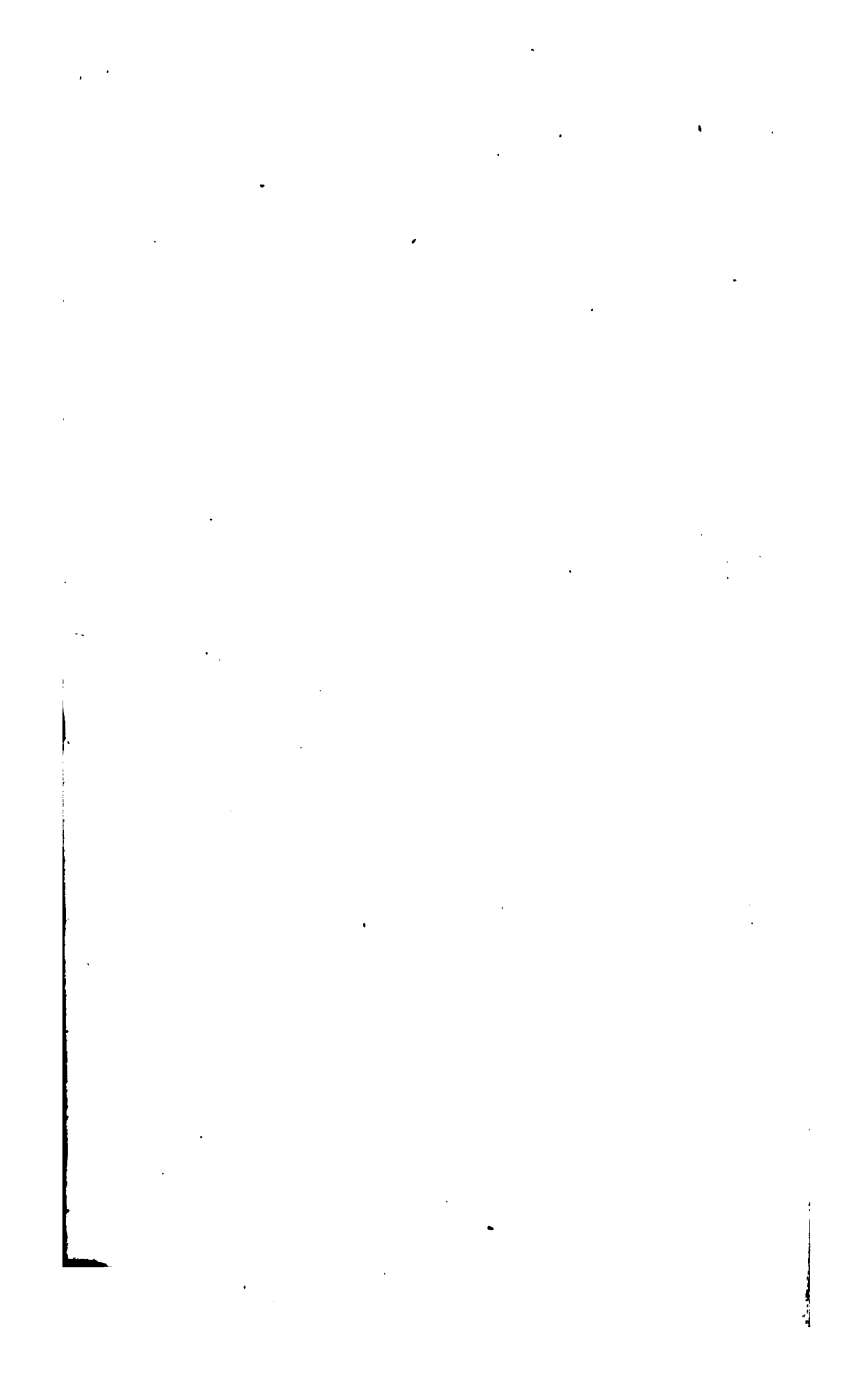
- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>







TN
802
.S67
1873

A RUDIMENTARY TREATISE
ON
COAL AND COAL MINING

12260

A *RUDIMENTARY TREATISE*
ON
COAL AND COAL-MINING

By WARINGTON W. SMYTH, M.A., F.R.S.

VICE-PRES. G. S.; PRES. R. G. S. OF CORNWALL;
CHIEF INSPECTOR OF THE MINES OF THE CROWN AND OF THE DUCHY OF
CORNWALL

THIRD EDITION, REVISED AND CORRECTED



LONDON
LOCKWOOD & CO., 7, STATIONERS' HALL COURT
LUDGATE HILL
1873



PREFACE TO THE SECOND EDITION.

As the present publishers of this work intend to issue a new edition of it as one of the "Rudimentary Treatises," for which series it was originally written, the author has gladly availed himself of the opportunity to correct some errors which had escaped notice in the former edition.

He has also brought the statistics up to a recent date, and inserted notes bearing upon several important topics.

In the interval which has elapsed since the first publication of these pages, the most notable phase in coal-mining has been the attention bestowed by coal-viewers and engineers on the farther application of machinery to three departments of their art; viz., the getting of the coal, the underground haulage, and the ventilation of the works. Many coal-cutters and several ingenious contrivances for wedging down the seam by hydraulic power have been patented, but neither of them has been as yet so commonly applied as to need full description in a work professing only an elementary and general character. The latter two subjects have

been admirably treated in the "Transactions of the Northern Institute of Mining Engineers," to which the author would refer his reader for details.

During the same interval the Royal Commission on Coal has, in completing its laborious task, allayed in great measure the public apprehension as to the early exhaustion of our fossil fuel, by making up a grand sum-total of coal in store—far beyond what moderate men had before estimated. Chapter XIX. should therefore be read with the understanding that its subject-matter has been most fully handled in the Report of the Commission. But, besides the copious harvest of facts, there is necessarily introduced a region of induction with more or less uncertainty attached to it, on which varying conclusions may be based. The duration of the coal-fields is a more intricate problem than might at first appear, and whilst nothing has been recently discovered seriously affecting the *data*, some of the opinions broached in his concluding chapter will, the author thinks, be found to be strongly supported by the movements and position of the coal trade and the colliers in the past year.

W. W. S.

LONDON, *July*, 1872.

P R E F A C E.

THE following pages have been written as an elementary account of Coal, and the modes of working and raising it from the pits. Those who are familiar with the details of this great branch of British industry may probably object to the brevity with which portions of the subject have been treated ; but I must plead in reply the narrow limits allotted me. I have endeavoured as far as possible to supply a general view of the methods and appliances employed in various districts, giving the fuller prominence to a description of the principal coal-producing regions at home and abroad, and of the various precautions needed for the preservation of human life.

Public attention has been forcibly called, whilst this work was in the printer's hands, to the question of the duration of the coalfields ; and the Royal Commission, appointed during the last session of Parliament, testifies to the importance of providing our political economists with more accurate *data* than it has hitherto been possible to obtain. In my closing chapter the same topic has been somewhat briefly

handled; and as I have dwelt, not on speculations, but on statistical facts and personal observation, I have seen no grounds, in the numerous speeches and writings produced within the last six months, for wishing to modify my statements.

Finally, whilst I would refer the student for ampler details to the treatises of M. Combes, M. Ponson, and M. Burat, Mr. Dunn, Mr. Greenwell, Mr. Hedley, and to other works mentioned in my text, I trust that this little introduction to Coal-mining bears internal evidence of not being mere extract of books, and that—whilst intended mainly to convey sound information to the unpractised—it may, nevertheless, contain matter of interest for viewers and overmen, to a long list of whom I have to express my thanks for many an instructive and agreeable day underground.

W. W. S.

LONDON, *September*, 1868.

CONTENTS.

CHAPTER I.	PAGE
THE USE OF COAL: ITS COMMENCEMENT AND EXTENSION	1
CHAPTER II.	
MODE OF OCCURRENCE OF COAL	15
CHAPTER III.	
ORGANIC REMAINS, AND ORIGIN OF COAL	28
CHAPTER IV.	
COALFIELDS OF THE NORTH	44
CHAPTER V.	
COALFIELDS OF CENTRAL ENGLAND	54
CHAPTER VI.	
COALFIELDS OF THE WEST OF ENGLAND, SOUTH WALES, AND IRELAND	64
CHAPTER VII.	
CONTINENTAL EUROPEAN COALFIELDS	72
CHAPTER VIII.	
COAL OF NORTH AMERICA	87
CHAPTER IX.	
COALFIELDS OF ASIA AND OF THE SOUTHERN HEMISPHERE	98

CHAPTER X.		PAGE
SEARCH FOR COAL; BORING; AND SINKING OF SHAFTS		104
CHAPTER XI.		
DRIVING OF LEVELS AND CUTTING THE COAL		120
CHAPTER XII.		
POST-AND-STALL, AND LONG WORK		130
CHAPTER XIII.		
CONVEYANCE UNDERGROUND		146
CHAPTER XIV.		
RAISING THE MINERAL IN THE SHAFTS		159
CHAPTER XV.		
DRAINAGE AND PUMPING		176
CHAPTER XVI.		
LIGHTING OF THE WORKINGS		190
CHAPTER XVII.		
VENTILATION		202
CHAPTER XVIII.		
COLLIERY ACCIDENTS AND THEIR PREVENTION		221
CHAPTER XIX.		
DURATION OF THE BRITISH COALFIELDS		237

COAL AND COAL-MINING.

CHAPTER I.

THE USE OF COAL : ITS COMMENCEMENT AND EXTENSION.

IN these our modern days, surrounded as we are by coal fires, steam, and coal products, it is somewhat difficult to imagine ourselves in the position of the early writers on natural history, who touched with uncertain pen on what they thought to be the leading characters of a rare and ambiguous mineral. Many of the passages which have been quoted from ancient authors as indicating a knowledge of the use of coal have no reference whatever to the substance to which we now give the name, but indicate simply charcoal, or even wood-fuel. The translators of the Scriptures have thus employed the word *coal* in the same sense as the Greek *anthrax*, the Latin *carbo*, and the German *kohle*; the same, in fact, as was usual in our own language, until wood and charcoal came to be supplanted as fuel by their stony relative.

Certain varieties of this mineral were noticed by the ancients, although with little idea of the probability of their receiving any extensive application. Thus Theophrastus, the pupil of Aristotle, in an oft-quoted passage, described, nearly 300 years B.C., a fossil or

stone coal of an earthy character, found in Liguria (now the province of Genoa), and in Elis, on the way to Olympias, capable of kindling and burning like charcoal, and employed by smiths. *Ampelitis*, a black stone "like bitumen," and *Gagates*, or jet, are mentioned by Pliny and others as available for medicinal or ornamental purposes; but neither the naturalists who endeavoured to describe the various products of creation, nor the historians who enumerated the sources of wealth of particular countries, leave us the impression of their having seen or heard of a generally useful fossil fuel. It has been attempted to show that the early Britons worked coal; and a stone axe, stated by Pennant to have been found in the out-crop of a coal seam in Wales, has been well-nigh worn out in the service; but we have no satisfactory evidence on the subject prior to the later days of the Roman occupation, when roads had been carried through many of the coal-producing districts. Coal cinders have been found amid the ruins of several of the Roman stations in Durham, Northumberland, and Lancashire, and more recently at Wroxeter, the ancient Uriconium, the destruction of which place dates, according to Mr. Thomas Wright, F.S.A., from the 6th century.*

It is not until the thirteenth century that we obtain clear proof that coals were systematically raised for fuel. In 1239 King Henry III. is stated to have granted a charter for this purpose to the townsmen of Newcastle-on-Tyne; and so early was the produce of their pits attracted to the devouring focus of London, that by the beginning of the next century great complaint arose on

* The cinders were still on the ground adjoining the baths when the British Association excursion visited the spot in September, 1865.

the injury done by the coal smoke to the health of the citizens. In 1306, on petition by Parliament, King Edward I., says Stowe, "by proclamation, prohibyted the burneing of sea-coale in London and the suburbs, to avoid the sulferous smoke and savour of the firing; and in the same proclamation commanded all persons to make their fires of wood." Not twenty years, however, passed away before the inevitable consequence of a gradually pressing scarcity of wood followed; the banished "sea-coale" again sailed up the Thames, landed in the capital, and actually effected a lodgment in the royal palace.* From that time forth, with a temporary check during the civil wars, the coal trade grew with the growth of the population, especially of London and the east coast, and *pari passu* with the rapid destruction of the forests.

On the Continent the coal basin of Zwickau, in Saxony, appears to have been the earliest known in Germany, and it is said that its working can be carried back to the time of the Sorbenwends, about the tenth century. In 1348 the metal-workers of that town were forbidden to pollute the air with the smoke of coal. In Westphalia coals seem to have been dug near Dortmund as early as 1302.

The first mention of coal-mining in Scotland occurs in a grant executed in 1291 in favour of the abbot and convent of Dunfermline. Coal was probably worked on a small scale in several of the English and Welsh districts about this time; and we have the evidence of the quaint old traveller, Marco Polo, to show that the Chinese were at the same epoch well acquainted with its use.

* "The History of Fossil Fuel." London, 1841.

One of the earliest manufactures which depended on the use of coal was glass-making, commenced about 1619 on the banks of the Tyne. In the year 1635 a proclamation of King Charles, prohibiting the importation of foreign glass, set forth that "Sir Robert Mansell had by his industry and great expense perfected that manufacture with sea-coal, or pit-coal, whereby not only the woods and timber of this kingdom are greatly preserved, but the making of all kinds of glass is established here, to the saving of much treasure at home, and the employment of great numbers of our people."

Up to the end of the seventeenth century pit-coal was employed for little else than household purposes; but it is not possible to obtain statistics of the quantities raised, excepting the amounts which were shipped. London and the east and south-east coast, as well as some continental ports, were supplied by Newcastle and Sunderland, which, about 1704, shipped off in a year respectively—

178,143 chaldrons, or 473,080 tons,
and
65,760 chaldrons, or 174,264 tons.

In 1750 the *vend* from both ports together amounted to 1,193,457 tons.

Dublin and the east coast of Ireland were supplied from Flintshire and Whitehaven; whilst the requirements of the rest of the country were variously contributed to by small workings in the Lancashire, Staffordshire, Warwickshire, and other coalfields. Many experiments had in the meanwhile been tried in Staffordshire and the Forest of Dean to substitute pit-coal for wood-coal in the smelting of iron; but before this

great revolution in commerce could be accomplished, about one hundred and twenty years were to be occupied in trials, disappointments, losses, and delays.

Meanwhile the beginning of the eighteenth century was marked by the first wavering steps of the infant, Steam, so soon to develop into the mighty giant, depending for his strength on coal, himself making possible the extraction of the fuel from amid difficulties till then in-urmountable, and opening out a thousand new methods for its consumption and application. Thus far coal had been valued for the production of HEAT only: it was now to enter upon a second phase of usefulness—that of the generation of FORCE. Already ingenious minds had pondered on the possibility of raising water from the mines by aid of the power of steam. Solomon de Caus, a French engineer, in his work, published in 1615, entitled “*Les Raisons des Forces Mouvantes*,” proposed the experiment in scientific terms; and the Marquis of Worcester, in his “*Century of Inventions*,” in 1655, rather dimly foreshadowed what might be done. But it was reserved for our countryman, Captain Thomas Savery, to apply the steam practically by the introduction of the principle of a vacuum, and to erect engines for the actual unwatering of mines at Great Work, in the parish of Breage, Cornwall, and in several other localities. In his paper, read to the Royal Society in 1699, and in his treatise, “*The Miner’s Friend*,” 1702, Savery describes the construction of his fire-engine, and renders it very clear that although the coals to be used were to be “of as little value as the coals commonly burned in the mouths of the coal-pits are,” this ingenious invention, in which

the water was first "sucked up" into a receiver by condensing the steam within it, and then forced up a stand-pipe by the direct impulse of the steam, required at least another step to fit it for general application. This step was the interposition of a piston, on the surface of which the steam should exert its power; and the application was ere long made by Newcomen. Some years, however, before this, Dr. Papin, a French refugee, had proposed an engine, in which a piston working in a cylinder should be raised by the explosive force of gunpowder, and then depressed, on the condensation of the gases, by atmospheric pressure. Soon afterwards he endeavoured to obtain the same result, so difficult of regulation with gunpowder, by introducing the elastic power of steam.* But although experiments were made at certain mines in the Auvergne and in Westphalia, Papin's contrivance was so far unsuccessful.

Newcomen appears to have been assisted by the suggestions of Dr. Hooke, the secretary of the Royal Society, and to have first tried his "fire-engine" on the large scale at a colliery near Wolverhampton. His mode of condensation by cooling the outside of the cylinder at every stroke proved to be inefficient, and it was only when he introduced an internal jet of cold water that success became decided. In concert with his assistant, Calley of Dartmouth, he erected near Newcastle and in Yorkshire several engines of 23 inches cylinder, and in 1720 constructed at Wheal Fortune, in Ludgvan, an engine with cylinder of 47 inches diameter, working 15-inch pumps, to be soon followed by others at Wheal Rose, near Redruth,

* The engine with its piston (*pistillum*) is described and figured in the "Acta Eruditorum," Lipsiæ, 1707.

Wheal Busy, and Polgooth mines. Coal was burnt under their clumsy dome-shaped boilers at a fearful rate; but what matter? It must be done, if the hidden treasures of tin in the west, and coal in the north were to be followed up to depths that had been proved unattainable by aid of the water-power at the command of the mines. The convenience with which the new invention could be applied caused it again often to be used as a lifter of water to the top of water-wheels; and thus whether applying its force directly or indirectly, it prospered, and spread through the length and breadth of the land. A few of these old Newcomens, or atmospheric engines, working the pump-rods with the intervention of a horizontal "beam," or "bob," and more or less patched and modified, have survived even to our own times.

About the time that the miners began to employ on a large scale the facilities afforded them by the new fire-engine, there arose from another side an application of coal, founded upon its calorific power and on the action of the gaseous products of its combustion. Between 1730 and 1735, Mr. Abraham Darby, of Coalbrook Dale, in Shropshire, succeeded at length, through the introduction of the process of coking, in smelting iron with pit-coal. The iron trade of Great Britain had at that period sunk to a very low ebb, but was now destined to rise to a height which is one of the great marvels of all the world, and that in a chief measure by the employment of the beds of mineral fuel so wondrously stored up in close proximity to the iron ores which have formed the great staple of our manufacture.

Still, during all this period we have no general statistics of coal. More and more of it came to be

consumed as wood became yearly more scarce, and as population and commerce increased. After the middle of the eighteenth century a more scientific treatment of the fuel and of the steam to be raised by its aid began to occupy attention, and the devices which had for their object the economisation of coal, very soon, successful as they were, increased a hundredfold the consumption of the very substance they sought to spare. Foremost among these was James Watt's admirably reasoned contrivance of a separate vessel for the condensation of the steam; and then followed, with the rapid distribution of "Boulton and Watt's" engines over the whole civilised world, a series of improvements, originating in great part among the uncertain adventures of the Cornish tin and copper mines, where economy of fuel became one of the manifest elements of mining success. The names of Murdock, Woolf, Hornblower, Trevithick, and Grose are household words with the miners who are conscious of the great extension of enterprise which has become possible in consequence of the successive introduction of plunger pumps, high-pressure steam, expansive action, tubular boilers, and the clothing of steam pipes and cylinders. True that each of these inventions has had for its aim the reduction of the cost of fuel in proportion to the work done; but the result is an enormously increased aggregate consumption of coal, with a still more greatly multiplied amount of work done directly, and a superlative increase in the general traffic and prosperity of the kingdom.

About the year 1803 there was brought into practical application another grand employment of coal—the production of LIGHT. For upwards of a century

various experiments, and latterly on a manufacturing scale, had been made on the distillation of coal in order to procure tar and oils, whilst the application of the invisible gases produced was strangely neglected, notwithstanding attention had been called to the moderately lighting properties of the fire-damp so largely evolved from many of the northern collieries. Soon after 1792, Murdock, the engineer in charge of some of Boulton and Watt's engines, suggested that the gas might be conducted through tubes and employed as an economical substitute for lamps and candles. To light him on his homeward way over the Cornish downs he used to carry a bag of gas under his arm with a lighted jet before him, and tradition still tells of his frightening the superstitious miners whom he met in the dark, by a sudden squeeze of his bag, which threw out a long flame, taken assuredly for the fiery tongue of the arch demon himself.

The rapid extension of the gas manufacture within the last two generations need not be dwelt upon, and the vast quantities of fossil fuel now employed for this indispensable adjunct of our modern civilisation may be imagined when it is remembered that hardly a town exists within moderate distance of a coalfield or of the sea coast, in which gas is not used for the lighting of the thoroughfares as well as for that of public and private buildings.

The year 1830 witnessed the commencement of another great drain upon our coal-mines, accompanied it is true with enormous advantages to other trades, but also originating in what appeared to be a more economical use of coal. The application of the *hot blast*, by Neilson, to iron furnaces, begun at the Scotch

works, saved so large a proportion of the coal needed for the smelting of each ton of pig-iron, that the great majority of the iron works were forced by competition to adopt the same method; and in spite of a very common belief that the quality of the produce was thereby injured, the result has been an enormous increase of the total quantity of coal used for this purpose, with a much greater increase to the iron trade. If we take, as an example, the results in Scotland, we find that the ton of pig-iron, as made in 1829 at the Clyde Iron Works, required the coke of 8 tons $1\frac{1}{4}$ cwt. of coal, whilst in the following year the introduction of air heated to 300° Fahr. brought down the consumption per ton of pig to 5 tons $3\frac{1}{4}$ cwt. Eight cwt. of coal were consumed in heating the blast, so that the actual saving per ton of pig-iron was $2\frac{1}{2}$ tons. In 1833, when raw coal had come to be used instead of coke, 1 ton of pig-iron was made with 2 tons $5\frac{1}{2}$ cwt. of coal, which, with 8 cwt. for heating the blast, made a total of 2 tons 13 cwt. Hence by the application of the hot blast, the same amount of fuel reduced three times as much iron, and the same amount of blast did twice as much work as previously.*

Now the production of pig-iron in Scotland has risen as follows:—

	Tons.
1820	20,000.
1830	37,500.
1839	200,000.
1851	775,000.
1861	950,000.
1864	1,158,750.

Whence, at the rates above quoted, the total con-

* Percy's "Metallurgy of Iron," p. 398.

sumption of coal in iron smelting would have been, in

	Tons.
1820	161,250.
1864	2,621,671.

It must not however be concluded that this enormous development in the Scotch trade was due to the hot blast alone. Concurrent with that great improvement was the employment of the abundant and economical mixture, the "blackband," for the discovery of which Britain is indebted to Mr. Mushet. But the main fact remains—that every advance which tends to cheapen the productions of manufacture enlarges so widely the field of operations, that coal, the basis of the whole of them, is always demanded in ever-increasing quantity.

In the absence of accurate *data* it is estimated that in Great Britain about ten millions of tons of coal were raised in a year at the beginning of this century. The continental production at the time was exceedingly small, the backwardness of many manufactures and the large expanses of forest land having delayed the necessity for turning to subterranean fuel. Within a short time after the conclusion of the great war, steam-engines were rapidly supplanting or acting as auxiliaries to water power, and the coalfields of our own and foreign districts became the scene of more active researches. But it was not until the facilitation of traffic by means of steamboats and railroads, that the steady, absorbing march of the present epoch commenced. When between 1829 and 1835, the locomotive engines running on wrought-iron lines, and the coasting and sea-going steamers, were proved to be a triumphant success, leading to imitation in foreign countries, and to enormous multiplication in our own, a new system of

the distribution of raw material may almost be said to have been started. Nowhere is the result more striking than in the London district, which now receives by sea, railway, and canal, upwards of *five millions of tons* per annum, or doubtless more than the production of the entire kingdom in the earlier years of George III.

Many new and striking applications of coal have within the last few years rewarded the exertions of chemists. The once useless and fetid products of its distillation have been made to yield sweet scents and savours. From its *naphtha* are obtained the paraffine oil and the beautiful translucent solid paraffine, which in brilliancy and purity excels wax itself; and from its *aniline* are obtained a galaxy of brilliant colours, among which need only be mentioned the popular *mauve* and *magenta* to prove the varied forms under which the products of coal have found their way into the useful arts.

The International Exhibition of 1851, possible only under these conditions of mechanical advancement to which we have referred, naturally directed the attention of inquirers more forcibly to the statistics of mineral produce. It was roughly estimated that for 1850 the production of all the British coal-mines was 42,000,000 tons; France was raising 4,433,000 tons; Prussia and Belgium followed, with smaller quantities; and then Austria, with a little above 1,000,000 tons.

In 1853, Mr. T. Y. Hall, of Newcastle, after much investigation, stated the British production to be 56,550,000 tons.

At length, in 1854, through the instrumentality of Mr. Robert Hunt, of the Government Mining Record Office, aided by the recently appointed inspectors of

coal-mines, we obtain reliable statistics; and the following table will command the attention, if it does not excite the astonishment, of every reader.

COAL PRODUCTION OF GREAT BRITAIN.

	Tons.		Tons.
1854	64,661,401, of which were exported	4,309,255.	
1855	64,453,070	4,976,902.	
1856	66,645,450	5,879,779.	
1857	65,394,707	6,737,718.	
1858	65,008,649	6,529,483.*	
1859	71,979,765	7,081,949.	
1860	83,208,581	7,412,575.	
1861	85,635,214	7,222,718.	
1862	83,638,338	7,694,558.	
1863	88,292,215	7,529,341.	
1864	92,787,873	8,063,846.	
1865	98,150,587	9,170,477.†	

The vast quantity represented by these figures may be brought before the eye by the following comparisons, supposing that we take the approximation of one ton being, as it lies densely packed in the earth, one cubic yard. If we take the area of Lincoln's Inn Fields, measured up close to the houses, at eleven acres, about the dimensions of the base of the Great Pyramid, and could stack the coal as nature has done in the seams, the British coal raised in 1865 would form, on that base, a solid block of the height of 5,229 feet, or as high as Snowdon surmounted by another mountain of half its height.

Again, taking the distance from London to Edinburgh, four hundred miles, the same quantity, similarly packed, would build a wall the whole way, of twelve

* The exports of 1854 to 1858 are from the returns to the House of Commons, the remaining numbers are taken from the statistics compiled by Mr. Robert Hunt, F.R.S., Mining Record Office, Museum of Practical Geology.

† 1870, 110,431,192 tons (coal produced), 11,487,878 tons (coal and coke exported).

feet thick and ninety-nine feet high; whilst if put together in the broken state in which coal is commonly used, it would give a wall of more than double that thickness.

This yearly production, obtained by the labour of about 240,000 men, is palpably a gigantic effort for so small an area as that of our united coalfields, and naturally excites apprehension for the future.

The statistics of the produce of the mines of most of the European nations are well kept up, although a few of them can only be roughly estimated, and it is interesting to compare the

ANNUAL AMOUNT PRODUCED BY THE CHIEF COAL-BEARING COUNTRIES.

	Tons.
Great Britain and Ireland (1870)	110,431,192.
United States of America (1871), <i>estimate</i>	33,637,486.
Prussia, including Silesia, &c. (1870).	29,432,756.
Saxony (1869)	3,096,231.
Zollverein States, beside the two last (1869)	1,471,899.
Austrian States (1870)	7,084,391.
Belgium (1870)	13,697,110.
France (1869)	13,100,000.
Province of Nova Scotia (1871).	597,418.
New South Wales (1869)	919,522.
Spain (about)	400,000.

It is hence evident that although our favoured country has so long taken the lead, all civilised countries have entered into the race of competition; and it becomes a matter of anxious inquiry to learn under what circumstances the treasure is in each country developed, and where it is likely to be best expended or longest economised.

* Given in the official statistics in *zollcentner*, of which 20 = 1 ton early.

† The Vienna *centner* is 56 kilogrammes, the *zollcentner* 50.

‡ Report of Chief Commissioner of Mines, Halifax, 1872.

CHAPTER II.

MODE OF OCCURRENCE OF COAL.

THE substance receiving the name of true coal (in contradistinction to lignite and brown coal) is, in almost all the coal-producing countries, found in beds or seams divided from one another by more or less thick *strata* or beds of shale, sandstone or grit, and indurated clay, the whole being termed collectively the Coal Measures, and belonging to a still larger group of stratified rocks called the Carboniferous Formation or System (*Système houillère*, or *anthraxifère*, Fr.—*Steinkohlen-gebirge*, Ger.).

It is difficult to define exactly what constitutes a Coal. Several legal trials on a grand scale, in Edinburgh, London, and in Prussia, have only succeeded in making it more clear than ever that no suitable definition exists, and that whilst all parties may agree in recognising the characters of a typical coal, differences of opinion will soon arise when the substance to be determined approaches the boundary of the shales and of the bitumens.

It is obviously loose to assert that "anything is a coal which is dug out of the earth and will burn;" whilst on the other hand it is inconveniently strict to demand any approach to a definite composition as indispensable to coal. We may fairly require of it that it be black or dark brown, capable of direct employment in furnaces and fire-places for the production of heat, brittle, and not soluble—like the bitumens—in ether, oil of turpentine, or benzole. The

following are the chief characters of the various substances regarded as coals.

ANTHRACITE (Stone, Kilkenny, or Crow-coal). Black, with black streak; fracture, conchoidal; does not soil the fingers; specific gravity, 1·3 to 1·75; less easily kindled than other kinds of coal; often decrepitate much in burning; composition, carbon in great proportion, generally 90 to 95 per cent., hydrogen, oxygen, and nitrogen in minute quantities.

BITUMINOUS COAL. Black, of various shades, streak sometimes greyish black; lustre, more waxy than that of anthracite, in some varieties dull; fracture, sub-conchoidal to uneven, the substance often divided by cleats or joints into parallel-faced figures (*cubical coal, dicey, &c.*); specific gravity, 1·25 to 1·4; composition, generally from 73 to 90 per cent. of carbon, 8 to 22 per cent. of oxygen, hydrogen, and nitrogen, with (as in anthracite) a variable amount (3 to 30 per cent.) of earthy matter constituting the "ash."

The term *bituminous coal* is somewhat deceptive, and it must be remembered that it does not mean that any bitumen (or mineral pitch, soluble in ether, &c.) is contained in it, but that the gases, oxygen, hydrogen, and nitrogen, enter more largely into its composition than in anthracite, and give it a more flaming character in burning. The varieties generally recognised are mostly named after their application or chief properties: *Free-burning, steam or smokeless coal, non-caking coal*. These, in different grades, approach towards the anthracites, and are chiefly valued for engine and smelting purposes. They often exhibit, in parts of the seams at least, a peculiar fibrous structure, passing into a singular toothed arrangement of the particles, called

cone-in-cone, or “cristallised coal.” Some of these “dry” coals will coke, but the smalls, from their not agglutinating, cannot be used for that purpose. With the addition, however, of pitch or tar to the amount of 8 or 10 per cent., the small may be made into “patent fuel,” or “agglomerated coal.”

Caking-coals are those which tend to partially fuse when burning; emitting jets of gas, and, as a rule, giving off abundant flame and smoke. The “household coals” are generally of this variety, and are valued in great measure according to their freedom from ash. The “smalls” have the valuable property of fusing together into large masses when duly heated; whence they are abundantly turned into coke for iron-smelting and for burning in locomotives.

A single seam or bed often contains layers of different descriptions of coal, which may in some cases advantageously be divided from one another and separately sold for divers commercial purposes.

A remarkable instance of this was noticed by me in the “Top-hard,” a famous Derbyshire and Yorkshire seam, at Handsworth, where its aggregate thickness was 55 inches. The divisions were as follows:—

	Inches.	
Roof coal . . .	2	} useless, thrown away.
Batt (black shale) . .	2	
Brassy piece (pyritous) .	5	
Rough bright . . .	4	for house fires.
Best bright . . .	4	good for making soft coke.
Top hard . . .	4	} “converting” coal, for steel making.
Dead bed . . .	8	
Bottom hard . . .	1	
Rough bright . . .	6	for house fires.
Soft bright . . .	3	for soft coke.
Dirt, parting, . .	9 to 12	
Holing coal . . .	4	very dusty soft coal

Cannel is commonly considered a variety of bituminous coal, with the beds of which it is not unfrequently associated in parallel layers; but it is a fair question whether it should not, in scientific nomenclature, be separated from the coals proper. It is black or brownish, dull in lustre, breaks with a flat conchoidal fracture, is not made up like ordinary coal of thin laminæ, does not soil the fingers, often contains teeth and scales of fishes, and, according to some of our best microscopists, is readily distinguishable from coal by the general absence of vegetable structure. Its name, from *cannyl*, a "candle," is derived from the readiness with which it lights and gives off a steady flame. Some varieties, however—*parrot* coal (Scotland) and *rattlers* (Yorkshire)—decrepitate and crack loudly on the fire. Cannel is largely employed for gas-making.

It is by no means easy, if at all feasible, to draw a distinct line of demarcation between cannel and the black *basses*, *bats*, or crisp shales, which occur in the coal measures, but contain too much earthy matter to allow them to be of present value. And between all these and the *torbanite*, or "Boghead mineral," there exists a relationship which makes the difference only one of degree. This last is a brown, tough substance, containing little more than 9 per cent. of carbon, 60 to 69 per cent. of volatile matter, and the "ash" so abundant and so equably diffused through the mass, that when the mineral has been "burnt," or had the volatile parts extracted by distillation, it is taken out of the retort blanched in colour, but in volume looking just as when it was put in. Its great value consists in its oil and gas-yielding properties—a ton of

this mineral giving as much as 15,400 cubic feet of gas, whilst good cannel gives but 8,000 to 10,000 feet. *Torbanite* is classed by some authors as a distinct mineral species, and by others as a bituminous shale.

Lastly, we have BROWN COAL, or LIGNITE, a mineral—more distinctly than any of the foregoing—formed of a mass of vegetable matter; some stems, in fact (lignite proper), presenting the appearance of undecomposed wood. Colour, brown to pitch-black; lustre sometimes resinous, sometimes dull; specific gravity 0·5 to 1·5; fracture various; burns easily, with a smoky flame and unpleasant odour. Composition, 50 to 70 per cent. of carbon, a much larger proportion of oxygen than in the bituminous coals, hydrogen and nitrogen about the same. A large amount of water generally present. Varieties of it are termed—according to their aggregation—*pitchy-coal* (*pech kohle*), *slaty-coal* (*schiefer kohle*), *paper-coal* or *dysodil*, *bast-coal*, *needle-coal*, and *earthy-coal*.

Certain examples of the brown coal of the better sort so closely resemble the good bituminous coals as to be indistinguishable by any trenchant difference of composition in appearance. It has, however, been usual to apply this name to all the coals which occur in formations more recent than the true carboniferous period. Thus the name brown coal—not a very happy one—embraces as many qualities and varieties as does the old family name COAL, from which it is now held to be a distinct off-shoot.

For a general account of the geological phenomena which have to do with the occurrence of the coal-measures, we must refer the reader to the “Treatise

on Geology," by the late General Portlock,* or to some of the various "handbooks" and "manuals" already before the public. We have only space in the present little volume to deal with those parts of the subject which are more specially related to the finding and working of coal.

Our descriptions will almost entirely have reference to the strata of the true carboniferous system, as being without comparison the most important. It is there, in the upper part of the *Palæozoic* or "ancient life" division of the earth's crust, that the great coalfields of the world are sought out and worked. But some countries, as Italy, for example, are not fortunate enough to possess any of these within the ken of man, and must content themselves with brown coal alone; others, like Hungary, have brown coal of several successive periods and of very different qualities. Much value will then attach, locally, to this minority among the coals, and the following table will show with clearness the succession of the entire series of strata in their true geological sequence, along with the different classes of coal which they have been proved to contain.

It is to be remembered that whilst the annexed table exhibits the natural sequence where all the strata are developed, it frequently happens that some of them are missing from their places. Thus, in Belgium and North France the coal-measures lie immediately beneath the chalk or cretaceous beds. In South Staffordshire the carboniferous limestone and other strata under the coal, down to the Silurian rocks, are wanting. In South France (St. Etienne) all stratified rocks are absent, and the coal-measures rest directly

* Weale's Rudimentary Series.

TABLE OF THE STRATIFIED ROCKS.

Showing the position of Beds of Fossil Fuel.

TERTIARY, OR CENOZOIC.	Group.	Chief Divisions.	Locality of Coal or Brown Coal.
	Pleocene.	Norwich Crag. Red and Coralline Crag.	Surturbrand lignite, Iceland.
	Miocene.	Faluns of Touraine, Molasse Sandstones, &c.	Austrian Alps. Germany. Leafbeds in Mull. Lignite in Antrim? Vancouver Island. Bovey, Devon (Heer).
SECONDARY, OR MESOZOIC.	Eocene.	Bagshot Sands. London Clay. Woolwich Beds, &c.	Tyrol, and the Venetian Alps. South Styria, some beds of fathoms in thickness.
	Cretaceous.	Upper Chalk. Lower Chalk. Chalk Marl. Upper Greensand. Gault. Lower Greensand.	Austrian Alps, in the Gosau beds. Coal, up to 4 ft. thick, Lettowitz, &c., in Moravia. Santa Fé de Bogota, South America.
	Wealden.	Weald Clay. Hastings Sand.	Good brown Coal beds in North Germany, Utrillas, &c. N.E. Spain?
	Oolitic or Jurassic.	Portland Oolites. Oxford do. Bath do. The Lias.	Purbeck <i>dirt-bed</i> , with Lignite. Mori, Tyrol. Kimmeridge "coal." Productive coal in Lower Oolite, Brora; Yorkshire; Pennsylvania. Excellent coal at Fünfkirchen, and Stelardorf in South Hungary.
	Trias.	Rhaetic beds. Keuper. Muschelkalk. New red Sandstone.	Keupercoal, <i>Lettenkohle</i> , S. Germany. Virginia, U.S.
PRIMARY, OR PALÆOZOIC.	Permian.	New red, in part. Magnesian Limestone. Lower red Sand.	Coalfields of India not older than this ^p and <i>Brandschiefer</i> Germany and Bohemia.
	Carboniferous.	Coal-measures, often divisible into 3 groups. Millstone grit. Carboniferous Limestone.	True Coal in England, Scotland, Wales, France, Belgium, Prussia, Bohemia, Moravia, Spain, the United States, Nova Scotia. Anthracite in South Wales, Ireland, Pennsylvania. Coals in North England. Coal in Northumberland, Scotland, Russia.
	Devonian.	Old red Sandstone. Slaty rocks, <i>Killias</i> , &c.	New South Wales Coals appear to belong to period from hence up to the Trias.
	Silurian.	Ludlow rocks, &c. Bala beds. Llandello Flags. Cambro-Silurian Slates.	Petroleum, in these three lower groups. Anthracite in Co. Cavan, and Isle of Man (Laxey mine); Norway.

upon granite. Similarly, it has to be borne in mind that the coal itself may possibly not be present, although the group above it and the group below it may be in their places ; but the *order of the superposition* is never changed.

Those who learn their practical lesson in one single coalfield are apt to acquire notions about the physical conditions which require to be corrected by visits to other districts, to make them capable of general application. Thus, whilst the total thickness of the coal-measures in Shropshire and South Staffordshire is only from 1,000 to 1,600 feet in thickness, in North Staffordshire it reaches 5,000 feet, in South Wales 14,000 or 15,000 feet, and in Saarbrücken, in Prussia, no less than 20,000 feet.

The great bulk of the series of rocks, termed *coal-measures*, consists of shales or indurated slaty clay, variously coloured grey, bluish, or black (*clod, bind, batt, metal, &c.*, of the colliers); of dense clays, a bed of which almost invariably underlies every seam of coal (*warrant, pounson, clunch, &c.*) ; and of sandstone (*post, rock, or stone*) of various degrees of hardness and roughness of grain, though seldom containing pebbles, except in the strata which occupy quite the lower part of the series. The actual beds of coal, then, from an inch or two thick, up to 8 or 10 feet (generally considered "workable" when above 18 inches or 2 feet in thickness), and making up in the aggregate perhaps 100 feet of coal, form but an inconsiderable part, in dimensions, of the great mass of rocks with which they are interstratified.

Whatever may be the form of the surface of the ground, it rarely happens that the coal-measures under

it, whether deep or shallow, lie in a flat position for more than a small distance. They are found to incline (*dip* or *pitch*) more or less regularly from the moderate angles of 6 or 8° to as much as 25 or 30°, a "sharp pitching," or even in exceptional cases to 70 or 80° (*rearing* or *edge* seams). Whatever happens in this way to one of the beds, the others are similarly affected, because the strata throughout this system or group are all *conformable* or parallel.*

The inclined position of the beds will necessarily bring them at some point or other to the surface, unless they are overlaid by some newer formation deposited *unconformably* upon the ends of the upturned strata. Hence it is that a great insight into the character of a coal district may be obtained by a careful study of the surface, especially in brook-courses, which run more or less in the direction of the dip and rise of the seams. If we follow out the subject over a larger area, we shall find many variations to take place, and the coalfield assuming a form which may be traced as on a map if the tract be surrounded by older formations, but about which there will be uncertainty if the measures are observed to dip beneath other and newer groups of rock. When the beds dip for a while and then ascend or rise, they form a *trough* or saddle, and when they rise on all sides towards the surface, as in the Forest of Dean, they constitute a *basin*. The outline of the shapes into which the coalfields have been brought by the forces of elevation and depression may be studied in the geological maps; but where these

* Certain cases have been observed in which one portion of the coal-measures is slightly unconformable to another; but this does not interfere with the doctrine of the general parallelism of the beds.

forces have exercised their powers on a grander scale, the measures are often folded back, corrugated, or contorted in such a manner as to present great complexity. Examples of this may be seen in Pembrokeshire, at Vobster, Somersetshire, and in the Belgian coalfield.

In addition to this general disturbance from the original—more or less horizontal—position in which the beds must have been deposited, they have been cut through by inclined planes of fissure, and so dislocated that they are now lower on the one side of the line of fault than on the other. The amount of *throw* or *leap* may be only a few inches or feet, in which case the workings are not much affected; but the movement may in many instances be shown to have arrived at hundreds, and more rarely, to thousands, of feet. A great number of these *troubles* within a small space may render a seam of coal so “faulty” as to be worthless; whilst, if they are filled with clay, and suitably distant from one another, they serve a useful purpose in dividing a coalfield into water-tight compartments, and a jealous eye is thence kept on their security.

If we now turn back from the larger view of the whole group of strata, and look at the seam itself, we shall note, first, its thickness,—an amount varying generally from 18 inches to 8 feet. In Somersetshire they contrive to work seams with only 11 inches of coal! At Whitehaven and in the upper measures in Flintshire, seams of 10 and 12 feet thick are worked. In South Staffordshire, 30 to 36 feet, at Pictou, Nova Scotia, 36 feet, and at Pottsville, U.S., 40 feet, are the thicknesses of exceptional seams, put together by the superposition of several of ordinary dimensions. A very thick one will rarely be of clean coal throughout;

partings will occur, of clod or various earthy material, which, if of a few inches, may not occasion much inconvenience, but if they get to be more than 18 inches or 2 feet, may practically interfere with the possibility of working advantageously. Iron pyrites or *brasses* will sometimes run with a line of parting, and needs to be carefully picked out. The partings are often mere planes of division, and are then sometimes smooth surfaces, *slicks*, requiring caution in undercutting; but are more generally films of black, soft, and fibrous coaly matter, apparently made up of small fragments of carbonised wood. Then comes the physical condition of the coal, to whichever of the kinds above enumerated it may belong. Is it dense, hard and unjointed, it will be expensive to cut, but more valuable from giving a large proportion of "round" or massive coal. Is it divided, like the Derbyshire, by one set of *backs* or *faces*, running most regularly parallel, it will need a special direction of the working faces. Is it, on the contrary, divided by two sets of divisional *cleat*, as in some of the Northern coal, the direction is not so important. These divisional planes are generally almost vertical, but in South Wales (Pontypool, Merthyr, &c.) they dip at a considerable angle; and when they here and there meet a "rider" inclined the other way, they form a loose mass of coal, very dangerous to unwary colliers.

The *floor*, *thill*, or *seat* (*pavement*, Scot.), of the coal is an underclay, generally good for fire-brick: if soft, it is apt to heave, under the pressure from above, into the opened roads, and greatly to multiply expenses. Here and there a quartzose silt forms the seat, especially in some of the lowest seams (Yorkshire, Lancashire, &c.)

It is so hard as to make a capital road stone, known as *ganister*, but bears the black rootlets thick in it, which we see in the ordinary bottom-clay, *spaven*, or *narrant*. The ganister is commonly a foot or 20 inches in thickness, and has clay again beneath it.

Lastly, the *roof* or *top* of the seam is one of the most important items in the economy of its working. A good tenacious shale or bind is the most favourable. But rock or sandstone roofs there are, which will hold up for a very great breadth of ground, and come down pretty manageably, whilst others can hardly be trusted. It is most fortunate that the frequent planes of division which almost invariably split up the coal, do not pass up into the roofs. If the immediate cover of the coal be too short or soft or cracky to stand well, it may be necessary to leave some inches of coal as a roof, or again (depending on the strata overhead), it may be better to rip down a foot or two (or even four or five feet sometimes) to afford security to the roads.

It must not be forgotten that although the coal-seams are, as a rule, more persistent and regular than any of the beds of rock which accompany them, they are subject to variations which may influence their value, and often within a small area. The thinning by a gradual depression of the roof till sometimes the entire coal is gone, but for a certain width only, is a kind of fault (*nip* or *want*), that has often been noticed, and is confined to one seam, not affecting, or only slightly, those above it or below it. An interesting example of this kind occurs at Denby Colliery, Derbyshire, where a channel of 320 yards wide was found eroded in the "deep hard" coal for half a mile in length, whilst the next seam above it, the "upper soft coal," has proved continuous, and been worked over the

entire area. Another sort of thinning is where the floor rises, if sharply, in a "hog-back" or saddle; gently, like a swelling undulation, which subsides again in 10, 20, or 40 yards, and is succeeded sometimes not merely by the usual normal thickness of the coal, but by an exceptional amount, to make up as it were for the thinness to which it had before been reduced.

One of the most notable examples of this kind is in the fine colliery of Seaton Delaval, where throughout a depression of 1,000 yards in length between the old and the new or Forster pits, and for 120 yards wide, the seam is from six to seven feet thick, whilst on both sides it dwindles rapidly till much of it is but 2 feet 6 inches, and has been unworkable.

In the Forest of Dean the Coleford high Delf seam, averaging $4\frac{1}{2}$ feet thick, is here and there reduced to much less, and then rapidly expands till (Miles' Level colliery) it attains 9 and even 11 feet thickness. Variations so considerable are more frequent in the lower than the upper coals, and coupled with the smoothly polished under surface which may occasionally be noticed, lead me to think that the coal must have remained in a plastic condition long after it was covered up with sediment, and that it has been much squeezed and moulded by the various movements to which the strata have been subjected.

The introduction of bands of foreign matter, as partings, between the laminæ of the coal, has already been described; and these, so apt in particular districts to multiply as well as to increase in bulk, are frequently to be added to the other elements of uncertainty which, in some regions more than others, render coal-mining a more speculative undertaking than it at first sight would appear to be.

CHAPTER III.

ORGANIC REMAINS, AND ORIGIN OF COAL.

Not a doubt can exist in the minds of those who have either observed for themselves or fairly examined the description of others, that the coal has been produced from an accumulation of various kinds of trees and smaller plants. The bed of fire-day or *clunch* which lies beneath each seam is full of stems and dark filaments; the shale overhead is often so charged with the brightly preserved fronds of ferns, flattened trunks of trees, and various strange forms of leaf, as to rival all that can be shown in a princely conservatory. The sandstones contain fragmentary trunks and branches, and the coal itself may be seen, on carefully dividing its laminae, to show the impressions of numerous vegetables, with at intervals a film of soft silky "mineral charcoal;" whilst many parts in which the unassisted eye can trace no structure, reveal in their slices under the microscope plain traces of the Flora of the primeval world.

These appearances vary much in different coalfields, and in the different seams of a single field. Certain authors, especially Dr. Göppert, of Breslau, are of opinion that many seams can be safely distinguished by the difference of the plants associated with them. Mr. Salter, following Mr. Binney and Professor Phillips, has recently endeavoured to show, for certain seams of our own country, that there are useful distinguishing characters in the animal remains (mollusca, fish, &c.) which often occur in the roof shales. But the subject, noble and every way interesting, has strangely been

left to the handling of occasional visitors of collieries, and needs much further inquiry.

We will endeavour to put together a brief synopsis of the principal forms of vegetation which are met with in the coal-measures, premising only that whilst some 500 different plants, derived from this source, have been described, a short sketch like the present will be mainly useful if it lead the inquirer to study the works of some of the authors who have contributed to this branch of knowledge—Witham, Lindley, and Hutton, Brongniart, Göppert, Binney, Sternberg, Corda, Dawson, Williamson, Hooker, and Bunbury.

SIGILLARIA. A great proportion of the actual coal appears to have been formed of the prostrate flattened trunks of this tree, mostly by carbonised bark alone. They are sometimes as much as 3 to 5 feet in diameter and 30 to 60 feet in length. Their beautiful fluted and symmetrically scarred patterns may often be seen crossing one another in luxuriant confusion in the roof from under which the coal has been removed. I had an excellent opportunity some years ago, in conjunction with Mr. Beete Jukes, of observing the bared upper surfaces of successive steps of the Dudley thick coal when it was being worked open to the daylight, and when they all showed fine impressions of *Sigillaria*.

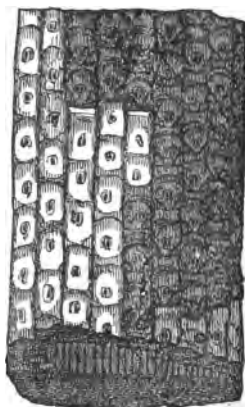


Fig. 1. *Sigillaria elegans*.
Forest of Dean.
(Half the natural size.)

Some thirty-five species of this tree have been described, but they appear to have no analogues in ~~the~~

present world. *Sigillaria* stems of full thickness and a few feet in height are frequently found erect, sometimes hundreds together in a very small area. Often they stand based close upon the seam of coal, and most unfortunately for the safety of our colliers, since, conical as they are, and generally surrounded by a smooth surface, they are apt to drop out without warning, in a mass weighing from a few cwts. to a ton. They are thus commonly known as bell-moulds, coal-pipes, or cauldron-bottoms, and may be traced by a slight circular outline, often formed of bright coal.

STIGMARIA. The curious plant found so universally in the clays or indurated sills beneath the coal, was long

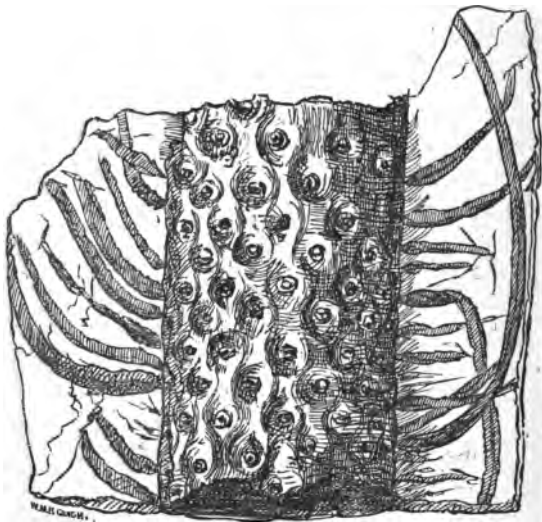


Fig. 2. *Stigmaria ficoides*. (Half natural size.)

supposed to belong to a distinct family, but the researches of Mr. Binney in Lancashire, and Mr. Richard Brown in Nova Scotia, have proved it to be the root of *Sigillaria*. From the central boss great

cylindrical arms extended in every direction, branching oftentimes into two, and the smaller ones into two again, and thus occupying an area of many yards. From the little tubercles regularly arranged on the root there branched off innumerable rootlets, which we now find squeezed into narrow carbonised ribands, confusedly interlaced with the clay, and stretching for many feet away. These can only be seen fully developed when the form has been preserved by being embedded in a quartzose silt, like the *ganister* bed of some of the lower coals, when it becomes evident that each was attached by a curious rounded base resembling a ball and socket joint.

LEPIDODENDRON. The trees of this beautifully marked family also attained a length of upwards of forty



Fig. 3. *Lepidodendron obovatum*. (Half natural size.)
(Le Botwood Colliery, Shropshire.)

feet, and are referred to some forty species. The size is the more extraordinary when we find that they are considered by botanists to belong to the *Lycopodiaceæ*

or club-mosses, the largest of which now living in tropical climates attains a height of only 3 feet.

An elegant cone, often found well preserved in iron-stone among the coal shales, and termed *Lepidostrobus*, is now recognised as the fruit or catkin of the *Lepidodendron*.

Halonia, a stem from 2 to 4 inches thick, looking in outline like a knotty blackthorn, is reputed by Dawes and others to be the root of *Lepidodendron*.

CALAMITES. Jointed and striated stems occurring abundantly in some of the shales have been compared by the unlearned with bamboo, and by the earlier fossil botanists with *Equiseta* or "horse tails," of gigantic dimensions. But Brongniart in 1849 adduced reasons for doubting its being a cryptogamous or flowerless plant, and the later observations of Binney, Dawes, and Williamson associate it with *Calamodendron* as a concentric part of the same trunk, but leave its affinities in the modern world more uncertain than ever.

The Calamites have also been found in their original erect position, the root end terminating in a cone, for the most part curved.* They seem to have formed a dense brake of perhaps half the height of the *Sigillaria*.



Fig. 4. *Calamites decoratus*.
Derbyshire.
(Half natural size.)

* The conical end used to be taken for the top of the stem, and sometimes by collectors for a fish's snout.

ASTEROPHYLLITES. Under this name are grouped several kinds, perhaps *genera* of plants, characterised by the graceful arrangement of their leaflets in the form

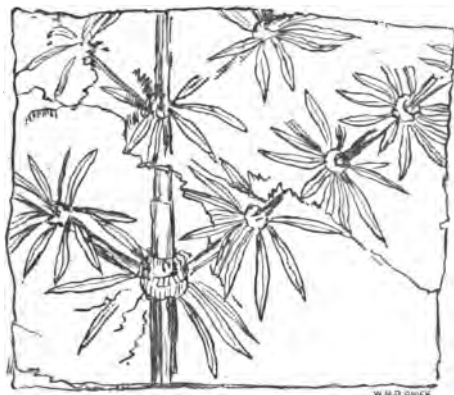


Fig. 5. *Asterophyllites equisetiformis*. Forest of Dean. (Natural size.)

of a star. Some of the botanical authorities incline to consider it the foliage of the *Calamodrendron*, whilst others annex it to the *Sphenophyllum*, or wedge-leaf, and make the entire plant aquatic.

CONIFERÆ, or Firs. Among the trunks found petrified in the sandstones, many exhibit under the microscope a structure which proves them to belong to the araucarian division of pines, of which the species brought from Norfolk Island is a well-known modern representative. The coal-pines were peculiar from containing a very large pith, which, found separately as a ringed cylinder, used to be described as an independent plant, under the name *Sternbergia*. Angular, nut-looking fruits, called *Trigonocarpum*, are referred to this class of trees; and it is surmised that a roundish, veined leaf, which was formerly named

Cyclopteris, as being a fern, may have been the foliage of some of their species.

Again, in the films of soft mineral charcoal or "mother-of-coal," which, of the thickness of a knife-blade to a quarter of an inch (rarely), run evenly between the brighter laminæ of the coal, frequent in some, absent in other seams, the angular fragments of woody-looking substance, all mashed up together, present in many instances this araucarian structure. Other portions exhibit a *bast* tissue, or elongated cells, probably from wood of *Sigillaria* and *Lepidodendron*.

Of this confessedly highly-organised class of trees, the most abundant remains are referred to one genus called *Dadoxylon*.

FERNS OR FILICITES. These graceful relics of a former world of vegetation adorn the shaly roofs of many of the coal seams, sometimes clearly spread with their black tracery on a grey ground, a true specimen of nature-printing; at others tossed and tumbled in wild profusion throughout several feet in thickness of the roof-stone. A careful eye, and still better if aided by a microscope, may often see their traces in the coal itself, and in some of its dull unpromising parts may descry innumerable spiculæ or hair-like needles, which Dr. Dawson refers to the vascular bundles of decomposed plants of this tribe.

Certain of the botanists have named and described hundreds of species; others, more cautious, remind us that considerable difference of appearance may be seen on the several fronds of one plant, or even on the *pinna* of the same frond; and that the number of species may thence have to be reduced.

A general resemblance to ferns of the present day

must not be confounded with identity of species or

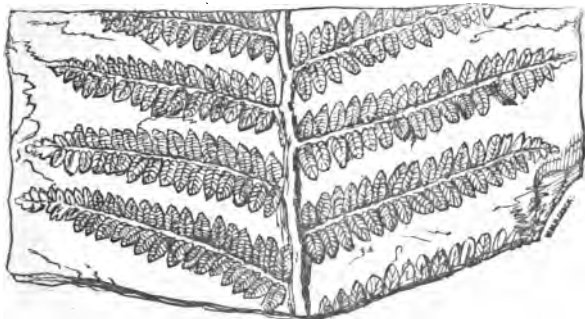


Fig. 6. *Pecopteris pteroides*. (Half natural size.) (Forest of Dean.)

even genus. It is to be remembered that the whole of the coal-measure ferns are utterly extinct, and their place in nature is supplied by fresh races.

PECOPTERIS (adherent fern). The name **ALETHOPTERIS** is given to those species in which the pinnules are long and narrow. The leaflets adhere by their base to the rachis or stem, and are traversed by a strong mid-rib, from which veins branch off almost perpendicularly; some of them simple, some bifurcating, but never intersecting. Sometimes found with fruit patches (*sori*) in the back of the fronds.



Fig. 7. *Pecopteris (Alethopteris) Searlii*. (Half natural size.)

NEUROPTERIS (nerved fern). Leaves more or less heart-shaped and entire, not adhering by their base or to one another; veins very fine, dichotomous, arched as they rise obliquely from the base of the leaflet;

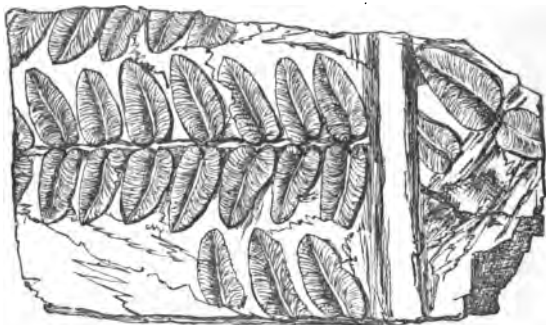


Fig. 8. *Neuropteris gigantea*. Cwm Avon. (Half natural size.)

bears a general resemblance to the recent *Osmunda regalis*, or royal fern. The leaflets are sometimes so long as to suggest comparison with examples of *glossopteris*, an oolitic species, and with the recent Hart's-tongue.



Fig. 9. *Sphenopteris latifolia*. Felling Colliery Newcastle. (Half natural size.)

SPHENOPTERIS (wedge-fern). Very variable general

aspect; leaflets contracted at their base, lobed, and the lower lobes largest, reminding the observer of our recent *Adiantum*; veins on the leaflets radiating from the base.

The ODONTOPTERIS, or tooth-fern, and LONCHOPTERIS, or spear-fern, are genera which occur less frequently than the above.

Some of these fronds appear to have belonged to low plants, others to have grown on large and lofty trees; and certain trunks, called *Caulopteris* and *Palæopteris*, exhibiting clear and frequent scars left after the fall of the fronds, are supposed to have been the tree-ferns of the carboniferous period.

Lastly we must not omit to mention a kind of plant-remains which have engaged the attention of but few, but which have played an important part in the making up of certain coals.

These are broad, parallel-veined, elongated leaves, referred by authors to very different plants. The most frequent, which was described by Corda as *Flabellaria*, has been since termed *Cordaites* (probably identical with *Pycnophyllum*, Bron.). The leaves were not attached by narrow bases, but clasped the stem, and were deciduous. The vast numbers of them, layer upon layer, visible in certain cases, testify to their having accumulated in thick banks.

No single circumstance about the coal vegetation is more remarkable than its uniformity over a large portion of the world. It has long been known that a great part of the plants of this epoch are alike all over Europe, and even North America. In Australia many of them occur, and at Melville Island, in lat. 76°, and in other boreal spots described by Arctic navigators, similar genera are found.

It has hence been argued that the climate of the globe was at that period more equable; and advancing another step from this basis, the earlier geologists supposed that it was owing to a generally diffused higher temperature—an intermediate stage between the original globe, of fused matter, and our own times, of a cooler crust. But more accurate investigations have set aside this hypothesis, and shown that the general type of the coal flora is that due to a warm—not hot—climate, in which moisture was very abundant. To account further for the inordinately luxuriant growth of the plants which made up the fossil fuel, Brongniart suggested the hypothesis that the atmosphere must at that period have contained a much larger percentage of carbonic acid (poison to animals, but nutriment to plants) than it does now. And when we consider the enormous volume of carbon in the coal and carbonaceous beds, which *must* have been obtained from carbonic acid, and add to it all that which has been locked up since in making the thousands of feet thick of limestone, or carbonate of lime, we certainly have a cause which must have played its part. What were the animals which at this time tenanted the globe, is an interesting but difficult inquiry, when we consider the accidents on which it depends that the remains of land animals should be preserved for our study. The *Archægosaurus* was the first coal reptile found (in Bavaria, 1844), one probably intermediate between the batrachians and the saurians; but the last few years have added several to the list; one of them, the *Dendrerpeton Acadianum*, having been curiously found by Sir C. Lyell and Dr. Dawson in the hollow stump of an erect *Sigillaria*.

Quite recently, in November, 1865, Professor Huxley has been able to determine, in a collection of

specimens obtained from the Jarrow Colliery, Kilkenny, no less than four, if not five, *genera* of Amphibian Labyrinthodont reptiles.*

Among the other *vertebrate animals* fishes were common enough, their teeth, scales, and spines being abundant in many of the roof shales. Agassiz described above 154 species from the coal-measures, a great part of them predaceous, and stated to be more highly organised than any living fish.

Of the *Mollusca* vast quantities are found, best preserved by being imbedded, petrified, in nodules of iron-stone, or flattened in the shales.

In association with the lower seams of coal, in most of our British fields, shells of a decidedly marine character occur. Sometimes one seam, sometimes several, will exhibit in its roof of black shale, and commonly within a few inches of thickness, multitudes of a pecten or comb-shell (*Aviculo-pecten papyraceus*), and of a curled chambered shell, somewhat like a nautilus (*Goniatites Listeri*), with rarer examples of *Productus*, *Orthoceratites*, *Lingula*, &c. The bivalve *Anthracosia*, much resembling the Unio, or Horse-mussel of our fresh waters, is sometimes found in the same group of denizens of the sea.

Throughout all the middle and upper measures, the great bulk in fact of the coal-producing strata, *Anthracosia* alone, with some rare exceptions, out of all the above, continues its existence; but this sometimes in such quantities that entire strata ("mussel-bands"), of several inches thick, are made up of them. To these may be added Mr. Salter's genus *Anthracomya*, a mud-burrowing shell, occurring also in dense beds like those of the modern mussel. The black band iron-

* Eight distinct genera, with indications of others, were obtained by Professor Huxley from this single pit.

stones of North Staffordshire are literally crowded with them.

And, lastly, through the whole range of the coal strata there may be noticed, either attached to other fossils or embedded in the stone, the minute spiral case of a sea annelid, termed *Spirorbis carbonarius*, and the seed-like valves of a little crustacean, *Cypris*, or *Cythere*. The tracks of large worms (probably marine) occur in great abundance in the clay ironstones which so often diversify the coal shales, and the latter sometimes exhibit the remains of crickets and other insects.

When we pass downwards to the great foundation stone on which our coalfields rest, and with which the lower seams of Scotland and those of Russia are associated, we find, in the carboniferous limestone, a series of strata bearing the most evident traces of marine origin. In part, nothing but banks of corals and encrinites; in others, filled with the well-preserved shells of *Terebratula*, *Spirifer*, and *Productus*, they tell us plainly of deposits formed in a sea of moderate depth; and since the thickness of these beds varies from 500 to nearly 2,000 feet, it seems probable that the floor of that sea must have been more and more, though not uniformly, depressed. In the period that succeeded—that in which the millstone grit was deposited—there is evidence of much disturbance by sea and land; granite and other rocks broken into bits, or rolled into pebbles, and wafted and dragged about by currents and eddies, whilst an occasional bed of quietly settled shale reveals the shells of *Goniatites*, *Bellerophon*, *Lingula*, and other denizens of the sea, who had found a lull, either in place or time, amid the turbulence of the period. And throughout these strata we find the preparatory symptoms, as it were, of

the great coal-making epoch that was approaching, in stems and impressions of several of the genera of plants that were soon afterwards so multiplied.

Some years ago there were authors of weight who inclined to the opinion that coal had been formed by the drifting of large masses of vegetable matter into bays or estuaries, and they pointed to the "rafts" of the lower Mississippi as examples of a similar process still in action. But since due attention has been paid to the constant presence of the roots in the floor of the seams, to the upright trunks—often one series above another—and to the high state of preservation of the most delicate remains, it has been generally agreed that most of the appearances are explained by assuming that the vegetation grew on the spot where we now find it.* Some writers there are still who have a hankering after the old aquatic origin, and, supported by the evidence of fishes and marine shells, would assign salt water as a *habitat* for some of the coal plants. But with others the doubtful point is whether the trees and undergrowth flourished on dry land or swampy sea margins. We can no longer doubt that the under-clay was a true soil, in which the great Sigillaroid trees were fixed by their tap-roots, their spreading radical branches, and filamentous rootlets. How many generations of these trees may have risen to maturity and died away before the conditions were favourable to their being preserved, it is hard to surmise; but at length, when a mingled matting of vege-

* Franz von Beroldingen appears to deserve the credit of first suggesting the view that the coal-beds are the peat-bogs of a former age, converted first into brown coal and afterwards into stone coal. (Beobachtungen, &c., die Mineralogie betreffend, 1778.) In this theory he was supported by De Luc, and after many years by Schlotheim, Nöggerath, and Lindley and Hutton.

table matter, stems, roots, leaves, &c., had accumulated, like the pulpy mass of a modern peat-bog, the surface of the area was, with much uniformity, depressed. Then would flow back the waters, fresh or salt, over their ancient domain, and, according to the sediment they were able to carry, would deposit sand or mud to be one day known as the rock—or the shale-roof. The *Mollusca* above enumerated then burrowed in the soft ooze, close upon the top of the buried vegetation; in many cases the stumps of the old forest remained standing, whilst mud or silt was deposited around them, until the central portion of the trunk would rot away, serve for a time as an asylum for some of the lizards or land-shells of the period, and then get filled in with petrifying matter. As the water deepened it was haunted by fish of many kinds, whose exuviae fell to the bottom and were there buried up, and thus bed after bed of sediment accumulated, sometimes to the depth of a few feet, sometimes to hundreds of yards—if the continuous depression of the land was maintained—until circumstances favoured again the formation of a proper soil (the under-clay), and of a growth of trees and plants, when we should have a recurrence of the same phenomena.

An enormous bulk of vegetable matter would be needed thus to form one of our thicker seams of coals; but we have seen how the latter are generally divisible into several beds, and these again into thin laminæ, whilst we know that peat-bogs of the present day, without the special advantages of the coal jungle, attain depths of 30 or 40 feet. It has been estimated that eight feet thick of packed woody substance would be needed to make one foot of coal; but we may take it for granted that such an amount would represent only

a fraction of the total amount of vegetation that flourished at the time, since much of it must doubtless have escaped from the preservative process of interment.

We cannot afford space to dwell on the chemical argument by which this derivation of the different kinds of coal is shown to be probable; but the following table, borrowed from Dr. Percy's "Metallurgy," supplies at a glance an illustration of the successive steps in the change from woody tissue to anthracite. The proportions of carbon in each substance being taken at the constant amount of 100, the hydrogen and oxygen will be found to have been more and more eliminated.

	Carbon.	Hydrogen.	Oxygen.
1. Wood (mean of 26 analyses) . . .	100	12·18	83·07
2. Peat	100	9·85	55·67
3. Lignite (average of 15 varieties) .	100	8·37	42·42
4. Ten-yard coal, South Staffordshire	100	6·12	21·23
5. Steam coal from the Tyne . . .	100	5·91	18·32
6. Pentrefelin coal, South Wales . .	100	4·75	5·28
7. Anthracite, Pennsylvania . . .	100	2·84	1·74

When the buried forest had once been fairly covered up by hundreds, and as the land sank, by thousands of feet of rock, we may conceive it subjected to those conditions of pressure, temperature, and moisture, which were needed to change it into that condensed form of fuel now so necessary to mankind.

And when at length, after ages of due preparation, portions of the coal formation were upheaved into the islands and continents, the seams of coal were brought into a position to be accessible to man, and the forces of the sunbeams, which fell upon the jungles of the primeval world, are again unlocked and made subservient to our use, when we now decompose by burning those compounds which had been called into existence by the solar light and heat.

CHAPTER IV.

COALFIELDS OF THE NORTH.

IN order to enable us to form a due estimate of the coal resources of the various countries, we must glance at the extent and character of the coal-measures as they are developed in the different districts; and since the history and commercial importance of the coalfield of Newcastle give it the pre-eminence, we may conveniently start from that focus of activity.

It must be premised that the limits of a coalfield are not to be confounded with the area coloured as "coal-measures" in a geological map; for although in some regions (as in South Wales) it is one and the same thing, the coal-seams are often well known and largely worked beneath other newer formations, which in a map are represented by their proper colour, whether they overlie coal-measures or any other older rocks. We shall, therefore, in many instances have to speak of a coalfield as such, where it signifies the extent of proved coal-producing ground, whatever the mere covering may be composed of.

On examination of a geological map it will be seen that, coming southward from the Durham coalfield on one side of the central chain of North English hill country, and from that of Cumberland on the other, a large interval separates them from those of Yorkshire and Lancashire respectively. It will be seen, too, that there are certain features of connection in each case between the East and the West, which it is not so easy to establish between North and South, and we may therefore take one division for this chapter as including the

coal regions north of a line drawn from the mouth of the Tees westward through Kendal and the south side of the Lake country.

About equidistant from the Irish Sea on the west and the North Sea on the east rises the broad backbone of the hill country, composed of the carboniferous limestone with all its numerous subdivisions so carefully studied by the lead-miners of those breezy fells, and bearing on its culminating points, and on the high ground extending for many miles breadth on the east, a capping of millstone-grit. On the west side, or towards Penrith, this main chain has been greatly disturbed and abruptly broken at an early geological period, whilst on the other side the land slopes more uniformly from the high ground. The strata here, inclining gently eastward, partake of the same regularity, and as we proceed towards the coast, succeed in ever ascending order till the various coal-seams "put in," one after the other, and are at length similarly capped by the magnesian limestone, and soon afterwards—not cut off, but surmounted—by the sea. The field of the Blythe, Tyne, and Wear, so-called after its rivers, extends from the Coquet on the north to near the Tees on the south, for about 50 miles in length, with a breadth of about 20 miles for a great part of the way, till it narrows to a point when it passes north of the Blythe, an area in all of 705 miles. For some miles in breadth along the western side, only a few of the lower seams are worked; then, in a line ranging through Newcastle and Durham, we get the full number of the workable seams; and again, following a sinuous course from Tynemouth past Houghton-le-Spring to near Bishop Auckland, the overlying

permian formation succeeds, represented by a generally bold outline of magnesian limestone resting on the irregular lower red sand, which, from its water-bearing and loose properties, presents great difficulties to the sinking of shafts eastward of this line.

In former days this upper was confounded with the lower (carboniferous) limestone, and it was supposed that a limit was thus formed to the coalfield on either side. It was, therefore, a bold step, when the Messrs. Pemberton, relying on true geological reasoning, determined to pierce downward from the coast near Sunderland, and search for the hidden coal-measures below. Their famous Monkwearmouth pit was commenced in 1826, and had to pass through 330 feet of this newer formation, towards the bottom of which no less than 3,000 gallons of water per minute had to be raised by pumping power, until it was successfully tubbed off. At 285 fathoms depth they cut the Hutton seam, having previously intersected the Maudlin or Bensham seam 20 fathoms higher. And these results appear to establish a curious point in the configuration of the coalfield. The seams which thus lie nearly 1,700 feet below the sea at Sunderland occur at a less depth as they pass to the north and to the south, whilst westward they rise to their outcrop at Howes Gill—an elevation of 740 feet *above* the sea, giving a difference in level of 2,440 feet. It would appear, then, that this is the deepest part, or a sort of transverse trough in the stratification; but as the measures have generally a gentle inclination eastward, where they have been sunk to along the coast, it yet remains to be proved whether the deeper part of the entire basin does not lie further seaward, and the probability remains of a large

area of this productive coalfield extending beneath the German Ocean. At these deep pits, and those of Ryhope and Seaham, also sunk within the last few years at a small distance from the coast line, the deeper seams of the field have not yet been reached; but from sections obtained in the shallower pits in the west, the succession is perfectly well known.

The total thickness of the measures from the lowest known seam upwards may be taken at little more than 2,000 feet. The upper half contains only a few unworkable beds, the lower half all the valuable seams. In this field, as in all others, the thickness and character of a particular band of coal will be found to vary, and that to such an extent as to occasion much difficulty in identifying the seams of distant pits. A coal which is suitable for steam purposes in one part of the area, will be more fitted for household use in another; and that which is the mainstay of a colliery in one locality may be barely traceable in another.

The chiefly important seams are the following :—

	Feet.	Inches.
Monkton and Hebburn Fell seam	2	10
High main	6	0
Metal coal :	3	0
Yard coal (Main coal of Hetton, 6 feet)	3	8
Bensham or Maudlin, 4 feet 8 inches at Monkwearmouth	6	0
Six-quarter	2	6
Five-quarter (Low main at Monkwearmouth) .	4	1
Low main (Hutton seam 4 feet on the Wear) .	6	0
Crow coal, generally thin, at Ryton	2	3
Five-quarter	3	8
Ruler	1	6
Townley main	3	10
Stone coal, or five-quarter	3	9
Six-quarter	3	4
Three-quarter	2	3
Brockwell	3	2

Busty Bank.

The average number of seams found to be workable in any one section may, I believe, fairly be taken as twelve, with about 50 feet of coal in the aggregate.

Great advantages exist in the district: first, in the general regularity of the measures, dipping at a very moderate angle, commonly about 1 in 20; the convenient thickness of the seams, from 3 to 6 feet; the excellent qualities of the coals, and the usual goodness of the roof, which allows of wide working places and roads, with a very small expenditure of timber. The difficulties are the considerable depths of the sinkings in the newer pits, the watery strata to be pierced, and the large amount of fire-damp giving off by many of the seams.

Faults or slip-dykes are few and far between as compared with most coalfields, and the *whin* or basaltic dykes, which traverse the district in an east-south-east direction—although they injure the coal on both sides of them to a distance of some yards—are not found to derange and interfere with them as they do in Scotland and South Staffordshire. Among the ordinary faults, the most remarkable is the great 90 fathom dyke, which—appearing on the coast near Cullercoats, where it displaces the strata to that amount—ranges past Gosforth to Blaydon, and then entering on the more hilly ground, may be traced westward through the limestone range to the new red sandstone in the neighbourhood of Carlisle. Along this part of its course the *throw*, though variable, is sufficient to inlay, as it were, on its north side a long strip of coal measures, and thus to give rise to the collieries of Stublick, Midgholm, Tyndal Fell, &c.

The variations in quality of the seams as they range

through this extensive field give rise to different commercial applications. The best "household coal," commonly called after the well-known *Wallsend* pits, extends from the Tyne to the Wear, and from the last-named river to Castle Eden, and occupies another area about Bishop Auckland. The denser white-ash steam coal characterises the district beginning some five miles north of the Tyne; whilst the tender coals, which afford an admirable coke, are largely worked all along the line of the outcrops on the west, from Wylam and Ryton down to the outskirts of Raby Park.

The total production of the Durham and Northumberland field, which, in 1854, was 15,420,615 tons, is for the year 1864 no less than 23,284,367 tons.* This enormous increase is in great part due to the rapid development of the Cleveland iron district, in North Yorkshire. The iron furnaces in the three districts fed with the coal from this field were, in 1854, as many as 58; in 1865 they were augmented to 105 actually in blast; and as huge quantities of Durham coke are now conveyed to the western coast for the smelting of the hematite ores, the total quantity of coal thus consumed is probably much more than doubled in one decennium.

CUMBERLAND COALFIELD.—In the mountain limestone district about Alston, two or three small seams of anthracite (*crow coal*), mostly of but a few inches thick, have been worked for lime-burning, &c., yet are of little commercial importance. But a remarkable change occurs on their passing the great *dyke*, or fault, above described; for on the line of the Newcastle and Carlisle railway one of them has been worked at Blenkinsop, of good bituminous character, and no less

* In 1870,, 27,613,539 tons.

than 6 feet thick, surmounted by a limestone roof. As these seams pass northward they increase in number and importance, till in the farther parts of Northumberland they are described by Mr. Boyd as being twelve in number, from 2 to 4 feet each; and thus it is that they form an introduction to the series of limestone coals so valuable in Scotland.*

On the western side of the great limestone chain slight indications of much-disturbed coal-seams occur near the base of the great Cross Fell escarpment; but the important part of the Cumberland coalfield only appears distinctly on emerging from beneath the red sandstone cover, south of Wigton, whence it laps round the older rocks of the Lake District, by Maryport, Workington, and Whitehaven, to its termination, near St. Bees.

The total thickness of the measures, as well as the number of seams, is notably less than in the Durham field, whilst its length is under 30 miles, and its proved breadth about 6 miles. The quality is also inferior for household coal, and very much so for coking. Certain of the seams are, however, remarkable for thickness and regularity, as well as the peculiar circumstances under which they have been worked. These are best exhibited at Whitehaven, where along a coast line of nearly 2 miles extensive operations have been carried on by Lord Lonsdale to the distance of 1 to 2 miles under the sea. The strata here dip slightly seaward, but are intercepted by a numerous succession of faults which have rendered their exploration unusually difficult and expensive. Fortunately, the dislocations have been of such a character as to allow of this large area being

* See Mr. Boyd's paper in the Transactions of the Institute of Mining Engineers.

mainly worked by horizontal roads driven off from the William, Wellington, Croft, and Saltompits, at depths of from 100 to 150 fathoms. The principal seams (omitting two or three thin beds above and below) are as follows:—

Bannock band, 6 ft. 4 ins. to 10 ft. 11 ins., including 14 ins. to 3 ft. 6 ins. of "metal" partings.

Strata 20 fms.

Main band, 9 ft. to 11 ft. 9 ins., with occasional partings of 2 ins. to 1 ft. 3 ins.

Strata 40 fms.

Six-quarter band, 4 ft.

In the year 1765, M. Jars states that operations had already been extended to the distance of a quarter of a mile under the sea; that three seams were in work: an upper, rather stony, 5 feet coal, used for salt-making; the second, 75 fathoms deeper, the Bannock band; and the Main band of 10 feet thick. Wooden rails were in use, and the drainage was effected by four fire-engines, two of which stood on the sea-shore. Fire-damp appears to have been very troublesome, and it is a remarkable fact that the manager of the mine had at that early date proposed to the authorities of Whitehaven to lead pipes through all the streets of the town to light them at night with the natural gas.

At Workington the seams were also wrought beneath the sea, but as they rose towards the bottom of the sea, they were followed up too far, and as due precaution was strangely disregarded, the sea burst in in 1837, and the lamentable result was the loss of thirty-six human lives, and the entire destruction of the colliery. The same seams are extensively worked on their rise at the Clifton and other collieries in the valley of the Derwent, and again towards Maryport and Wigton.

The total production of this county has increased from 887,000 tons in 1854 to 1,408,935 tons in 1870.

COALFIELDS OF SCOTLAND.—In tracing northwards the great calcareous mass which forms the mountain limestone of Derbyshire and Yorkshire, we have seen above that when it enters Cumberland and Northumberland it has already greatly changed its character. Divisional strata of shale (*plate*) and sandstone (*hazel*) separate the bands of limestone, and coal seams make their appearance, which, beyond the great 90-fathom dyke, attain considerable technical importance. And when at length we cross the border, and enter upon the Scottish area, we find this formation—lapping round the great upheaved districts of older rocks ranging from Kirkcudbrightshire to Berwick—to contain a valuable and largely-worked series of coal-seams.

The range of the carboniferous formation in Scotland extends from the coast of Ayr to the mouth of the Frith of Forth, and over an irregular width of from 20 to 30 miles; but as regards the workable portions it is broken up into several distinct fields, partly by the uprising of the lower coalless strata, and partly by the interference of vast masses of igneous or trap rocks (the whin of north England), sometimes bedded, and at others injected as dykes.

The full thickness of the coal-bearing strata is well shown in the coalfield of Midlothian, east of Edinburgh, where a district of about 9 miles long by 2 or 3 miles wide, is occupied by “measures” perfectly analogous in character and contents to the English coalfields.*

* See Mr. Milnes’ account of this coalfield in the Trans. Roy. Soc. Ed., and Mr. Howell’s description in the Memoirs of the Geological Survey, 1861

In a total amount of about 1,200 feet, including a middle band of 200 feet of unproductive rock, are developed some twelve seams, mostly from 2 to 5 feet thick, although one of them, the "great seam," attains a thickness of 8 to 10 feet.

Below these comes the millstone grit, of 340 feet thick, and then in descending order the carboniferous limestone, with a total thickness of 1,590 feet, but containing, along with only some 40 feet of limestone in many thin bands, a series of about seventeen beds of coal of from 2 to 5 feet each (Howell).

The lower limestone is without coal.

Mr. Matthias Dunn, writing in 1830, gave an interesting description of the working of the outcrop or edge coals, which, in a measured section at Niddrie Colliery, he states to be twenty-four in number, workable seams, with a total thickness of 95 feet of coal in 4,344 feet of measures, included between the "grama-cham" or "diamond" above, and the "north green" seam below, which rests nearly upon the thick encrinital limestone.

The Fifeshire coalfield, as described by Mr. Landale, presents a valuable array of seams, one of which—the Dysart main seam—attains the unusual thickness of 21 feet; but this region is much dislocated by faults and interfered with by igneous rocks.

Passing westward through Clackmannan, Stirling, and Linlithgowshire, we come to the important fields of Lanarkshire and Ayrshire, where the chief features are the admirable gas or parrot coals, the moderately-thick splint coals, used for iron-smelting, and the black bands, or beds of carbonaceous ironstone, which have for many years been the mainstay of the surprising

production of Scotch pig-iron. Mr. Ralph Moore, adopting a similar three-fold division to that above cited, states the general character of the section to be—

1. The true coal-measures, 840 feet, from the upper 4-foot coal down to the slaty-band ironstone, including ten seams of 2 to 5 (and in one case 8) feet in thickness.
2. The millstone grit, 960 feet.
3. The limestone series, 2,200 feet, with three beds of black-band ironstone, and several seams of good coal.

The importance of the coalfields of Scotland may be inferred from the fact that in 1854 the production of coal was 7,448,000 tons, from 367 collieries; in 1870, 14,934,553 tons, from 411 collieries.

CHAPTER V.

COALFIELDS OF CENTRAL ENGLAND.

If the reader will take in hand a geological map of England,* and fix upon the curious rugged hill of Mow-Cop, near Congleton, as his centre, he may draw a circle with a radius of 60 miles, which will embrace sixteen patches of coal-measures, being fields and basins more or less separated from one another. Geo-

* It has been thought unnecessary to insert a map in this little volume, when so many good geological maps on a useful scale are before the public. As a series arranged according to increasing size, may be recommended Sir Rod. Murchison's little map prepared for the Society for the Diffusion of Useful Knowledge; Prof. Ramsay's England and Wales; Knipe's British Isles; and Greenough's large map, edited by the Geological Society.

logically, we have very good reasons for assigning a common origin to the whole of them, and considering them to be the separately visible portions of one vast deposit, which, in the course of ages, has variously been depressed and covered up by newer strata, then upraised and denuded in part, so that—after the fashion of Virgil's famous oak-tree—whilst the higher portions may have stood 8,000 feet above the crests of the Peak of Derbyshire, the lower beds approximate to Tartarus by dipping down from off the Buxton moorlands to a depth of some 12,000 feet beneath the plains of Cheshire. And the inductions of geology in this respect will at no distant day be required to solve a question of national moment—the continuity and position of the coal-measures between these apparently disjointed fragments.

YORKSHIRE AND DERBYSHIRE.—From Leeds to Nottingham there extends an unbroken range of coalfield, 65 miles long by from 8 to 20 miles wide, inclining on the whole gently to the east, where it is covered in succession by the lower red sand, the magnesian limestone, and the new red sandstone. Whilst, therefore, bounded on the west by the outcrop of the beds, it is on the east only overlaid by newer formations, and in all probability extends far beneath them.

The thickness of the measures where fully developed (which is not the case until some miles away from the outcrop) is about 3,000 feet, out of which the lower several hundred feet are chiefly noticeable for the occurrence of flagstones, and of coals with ganister floor, whilst the shales contain the marine shells, already enumerated at p. 39. The chief seams of coal and ironstone are found in greater number towards the

bottom than the top of the measures, and the former may be taken on the average at sixteen in number, with 45 feet total thickness of coal. The most remarkable of the seams is the "top-hard," which, in Derbyshire, is 5 to 6 feet, but increases on passing into Yorkshire, till it becomes the "Barnsley thick bed," of 9 feet. Another seam, now well known in the London market, is the "Clod" or "Black Shale" of Derbyshire, the "Silkstone" of South Yorkshire; and one of the purest house coals ever seen is the "Kilburn coal," a bed only developed in the south of Derbyshire.

In these counties, then, with the adjoining Nottinghamshire, we have the largest continuous coalfield in England; for we may estimate that it occupies about 800 square miles. But one of its most welcome features is its prolongation eastward, first proved on the large scale by the Duke of Newcastle's spirited sinking at Shireoak, where—commencing in the red sandstones at the distance of five miles from the visible coalfield, and cutting the top-hard coal at 510 yards deep—it is not only shown that all the measures are in their proper place, but that they may be expected to lie at moderate depth and an easy inclination. It may be roundly said that this success assures us of half as much again to be added to the resources of the coalfield, and a speculative mind will reckon on a still larger augmentation.

LANCASHIRE.—More irregular in form, and much intersected by great faults which dislocate the strata to the amount of hundreds of yards, this coalfield is one of our noblest. Crossing to the westward the ridge of lower rocks which separate it from Yorkshire, a watchful eye will recognise the re-entry into the

ground of the various seams which had been seen to pass out on the opposite side of the hills. Especially is this to be noted with the Ganister coals, and the peculiar fossils in their roofs, and with the Arley *mine* or seam, which occupies the place of the Black Shale or Silkstone.

As a general feature, although much interfered with by the great dislocations, the analogous arrangement to that of Yorkshire is observable, viz., that the seams incline off from the high country of the moorlands, and are succeeded, after occupying a variable breadth of surface, by the newer beds of the Permian and Trias formations. But the total thickness of carboniferous strata, as well as the number of coals, is much greater than on the eastern side of the chain of hills.

Mr. Binney, the assiduous explorer of this field, has long since found it convenient to divide its thickness of above 7,000 feet into three portions, as follows :—

1. Upper coalfield, including the peculiar Ardwick limestones, with numerous fish-remains, and several thin beds of coals.
2. Middle coalfield, 3,500 feet, containing all the more important seams from the Worsley four feet downwards.
3. Lower coalfield, or Ganister series.

The chief centres of activity are St. Helens, Wigan, Chorley, Bolton, Manchester, and the outlying tract of Burnley. The seams are generally from three to six feet thick; one of the most noted is the excellent Cannel of Wigan, three feet, sometimes occurring in close proximity to the “King-coal;” and here, as at Pendleton, Patricroft, &c., near Manchester, very

extensive collieries are worked at depths of from 400 to 600 yards. The total number of seams above two feet in thickness is on the average 16 to 20, with about 70 feet of coal in the aggregate, whilst the entire area is given by Mr. Hull, who has examined it for the Geological Survey, as being 217 square miles.

CHESHIRE.—The Lancashire is continuous on the south and east with the Cheshire coalfield, so that a narrow strip belonging to this latter county exhibits a very similar succession of strata. A special interest has been given to its mining by the fine shaft (the deepest in England) lately sunk by Mr. Astley, at Dukinfield, to the "Black Mine," at the depth of 686 yards; and pierced through no less than 22 workable coals. Towards Congleton this coalfield fines off, and is divided by a very narrow interval from that of

NORTH STAFFORDSHIRE.—Here a very singular plication or folding of the strata brings in a most valuable succession of coal-measures, amounting in the whole to about 5,000 feet in thickness.

1. The *upper portion* of 1,000 feet contains a quantity of red and purple clays, much used in the potteries for bricks, &c., and only a few thin coals.
2. *Pottery coals and ironstone measures*, 1,000 to 1,420 feet, with 8 to 13 seams of coal of above two feet thick, mostly inferior; and 10 to 12 measures of ironstone.
3. *Lower thick measures*, containing the chief furnace coals, from the Ash to the Winpenny inclusive, 17 or 18 seams above two feet. Ironstone scarce or absent.
4. *Lowest measures*, 800 feet, with from two to four thin coal seams.

Neglecting the seams under two feet in thickness, we have in certain measured portions of this field no less than 40 seams, with a total thickness of 140 feet of coal; in another case 24 seams, with 109 feet. Among its more remarkable beds are the courses of carbonaceous ironstone, or black-band, which occur three or four in number, with a variable thickness, but amounting in some cases to three, four, and even six feet, often crowded with shells of the bivalve *Anthracomya*. Near these also comes in a thin band of fresh water (?) limestone, containing *spirorbis carbonarius*, and analogous to the Ardwick limestones near Manchester, and to a bed with the same fossils in the coal-field south of Shrewsbury, and in that of Warwickshire.

The boundary on the eastern side of the tract is the outcrop, against the bleak hills of millstone grit; on the west the new red sandstone, under which its beds plunge; and on the south an irregular line, occasioned by dislocations and the inletting of the overlying Permian strata.

A small outlying field, named after the town of Cheadle, with seven or eight seams, is of very limited importance.

Taking your stand on the high ground on the west of the Potteries coalfield, you may, on a clear day, descry the Shropshire field on the south, and the Welsh hills on the west, with the coal area of Denbighshire at their base. The plain of new red sandstone and marl extends almost like the sea from one hill range to the other, and the idea involuntarily suggests itself to the mind of the geologist that the coal-measures are continuous beneath those broad intervals,

even though the depth may be such as to render them, in part at least, unattainable to man.

DENBIGHSHIRE AND FLINTSHIRE.—Commencing suddenly with a bold promontory of the carboniferous limestone near Oswestry, a band of coal-measures reposes against the chain of hills which course by way of Ruabon and Mold to Mostyn, at the mouth of the Dee. The seams are not numerous, but some of them, as the 3-yard and 5-yard coals, are remarkable for their thickness; and a bed of cannel, lately found near Mold, is no less noted for its excellent quality. Moreover, the boundary of the field being, on the east and north-east, the overlying new red formations, leaves it very probable that a large amount of coal, continuous with that already worked, may be found at moderate depths.

SHROPSHIRE.—Omitting some small unimportant patches of coal around Shrewsbury, we arrive—in the Coalbrook-dale district—at a focus of colliery working intimately connected with the development of the British iron-trade. The total thickness of the measures is but 1,000 to 1,200 feet, and the number of seams of coal with their height also diminish rapidly in going south, so that the 55 feet of coal at Donnington dwindles to 40 feet at Lightmoor, and to 16 feet at Amies, near Broseley, south of which town all the ironstone measures—so valuable north of the Severn—are represented by a single bed—the Crawstone. The especially interesting geological characters of the district have been excellently described by Prestwich (*Geol. Trans. 2nd Ser. vol. v.*), and further details on the ironstones are given in “*The Iron Ores of Great Britain*” (*Mem. of Geol. Survey, 1862*).

The whole of the old or hitherto-known coalfield will in a very few years hence be entirely exhausted; but already successful workings have been put through the Permian rocks which border its eastern margin; and the geologist has little doubt that were he possessed of physical penetrating power enough to enable him to dip with the coal-seams as they incline eastward, he would, after a deep underground passage of some 14 miles, emerge again in the coalfield of

SOUTH STAFFORDSHIRE AND WORCESTERSHIRE.--The "black country," as it has been popularly called, exhibits the most amazing focus in the world of the various manufactures which depend on a plentiful supply of coal. Its mingled forges, pit-heaps, engines, canals, railways, and blast furnaces, and the roar of activity which pervades the district, create in the visitor a feeling of confusion, which only gradually subsides into admiration of the great natural advantages conferred by the contents of the substrata,—advantages which have been the means of attracting a dense population, and of raising upon and around it a vast assemblage of various and prosperous branches of industry. The total area is not large—about 90 square miles—and the total thickness of measures moderate—say 1,800 feet; but the presence in the southern part of the field, about Dudley, Bilston, and Wolverhampton, of the 10-yard coal (from 24 to 36 feet thick) has been a feature of importance without a parallel. The roughness of the surface has been repeated below ground, and the mode of working this admirable deposit of fossil fuel has been a model of which we have no reason to be proud: sad loss of life and great waste of coal having characterised it almost throughout; and

the rapid exhaustion of the present pits renders it probable that in a few years the workings of the "thick coal" will be matter of history. Meanwhile the lower seams of the "Heathen" and "New Mine" coals are coming into great employ, and a comparatively new field of many different seams—the separated representatives of the 10-yard coal—has been rapidly opened out in Cannock Chase. For the details of this coalfield we must refer the reader to the excellent description by Mr. Jukes, in the "Memoirs of the Geol. Survey," 2nd ed., 1859.

The number of seams may be given as averaging six, with a total thickness of 50 feet of coal.

Two peculiarities of this coalfield require to be mentioned, even in a brief sketch like the present. 1st, the prevalence of intrusive dykes and bands of igneous rock, the *white* and *green rock* of the miners; and 2ndly, the absence of the millstone grit and carboniferous limestone, the coal-measures reposing directly upon the silurian shales and limestone.

The glory of South Staffordshire as an independent district is past; but the iron-masters make a gallant fight of it in competing with other districts by the introduction from great distances of cheaper iron-ores as well as coals, and by strict attention to the quality of their products.

WARWICKSHIRE.—On the south-east of Tamworth, the clearing away of the red marls reveals a coalfield, which runs for some 15 miles in length by Nuneaton and Atherstone, in the same south-easterly direction as the Trent-Valley Railway. The total thickness of its constituent rocks is nearly 3,000 feet; but the lower half is unproductive, and the upper half contains only five seams, with an aggregate of 26 feet of coal.

The area, too, being only 30 square miles, leaves this a very unimportant tract at present; but its significance as an indication is not to be overlooked, seeing that, like the last and next following coalfields, it is surrounded for the most part by the new red formations, and may, therefore, with confidence, be expected at a future day to be greatly extended.

LEICESTERSHIRE.—In this county—again after an interval of a few miles of the covering of red rocks—a coal-producing tract presents itself. With a total amount of strata a little less than the last, it exhibits more seams, generally ten of workable thickness, with 45 feet aggregate of coal. The Moira Colliery, near Ashby-de-la-Zouch, is very largely opened on the fine “main seam” of 12 feet thick, of which only the upper six feet, the *over coal*, is taken out in the present operations; the *nether coal*, of rather inferior quality, remaining for a future day.

The actual area of the denuded coalfield is only 15 square miles; but several pits have already been sunk with success beyond its boundaries through the overlying strata.

It will be interesting to compare, for the above districts, the production of coal during 1864 with that of ten years ago.

	Produce of coal in 1854. Tons.	1864. Tons.	1870. Tons.
Yorkshire	7,260,000	8,809,600	10,606,604
Derbyshire	2,406,696	4,470,750	5,102,265
Nottinghamshire	813,474	796,700	2,115,372
Lancashire	9,080,500	11,530,000	13,810,600
Cheshire	786,500	822,750	929,150
Shropshire	1,080,000	1,150,000	1,343,300
Staffordshire and Wor-			
cestershire	7,500,000	11,459,851	13,230,062
Warwickshire	255,000	754,000	647,540
Leicestershire	439,000	890,500	599,450
North Wales	1,143,000	1,987,060	2,329,030

The ratios of increase in ten years in the different counties are remarkably unlike; and whilst in most cases the quantity raised has been augmented by from 20 to 60 per cent., in a few of them it has been more than doubled. The numerous canals and railways of central England greatly increase the mutual connection of these several fields, and as time advances, new boreholes and sinkings will ere long throw additional light on their natural relationship.

CHAPTER VI.

COALFIELDS OF THE WEST OF ENGLAND, SOUTH WALES, AND IRELAND.

BRISTOL AND BATH.—A large area, extending for some 25 miles in length from the Mendip hills on the south, and closing to a point near Wickwar, consists of coal-measures exposed to the surface in large patches, but covered over much of their extent with the newer formations—red sandstone, lias, and oolite. On the southern, western, and north-eastern edges the coal-bearing strata repose on the carboniferous limestone; whilst their eastern termination, where they pass under the Bath oolites, is at present uncertain. The total thickness of the series, above the millstone grit, or “Farewell rock,” is about 5,000 feet; but except over certain small portions of the ground, the upper part of the series, containing some of the best household coals, has been swept away by denudation prior to the deposition of the red rocks. Thus, in the rich district

north-east of Bristol, the uppermost seams appear to be absent, whilst in the neighbourhood of Radstock and Midsomer Norton a very interesting basin-shaped deposit of them is explored by the collieries of H.R.H. the Prince of Wales and of Lady Waldegrave. These seams are already deep at some of the pits; as for example, 200 fathoms at Clandown (where 40 fathoms are sunk through overlying formations), and above 100 fathoms of barren strata intervene before another group of coal seams is arrived at. The second group occupies, of course, a much larger area than the first, and is worked at Farrington Gurney, &c. Next in order comes a great thickness of sandstones, termed the "Pennant," which occasionally present the rough structure of millstone grit. Below the Pennant we have again a deep series of shales, containing a considerable number of seams, some of which are worked at Bedminster, Stratton-on-the-Fosse, &c.; whilst the lowest coals, very close to the limestone base, are worked at Vobster, Ashton, and at Nailsea.

It is observable that the mode of working adopted in the southern part of this district, coupled with certain local advantages, has rendered it possible to work coal seams of little more than one foot thick; nay, in one of the "little veins," I have measured the height to be only 11 inches of coal! We may, therefore, take a comparatively greater number of seams in this field to be "workable," and it would appear that they may be grouped as follows:—

Upper series, Radstock, 6 seams, with total of 11 to 12 feet of coal.

Second, or Farrington series, 4 workable seams, with 6 to 12 feet of coal.

Pennant grit, with thin seams, 1,500 feet.

Third series, Bedminster, Stratton-on-the-Fosse, } 20 to 36 seams, with
 Lowest series, Vobster, Nailsea, &c., } 60 feet of coal.

The last two groups are not very distinctly separated, and their seams are difficult to identify, from their being variable in character and being much disturbed where they approach the limestone. Indeed, the vertical and even overthrown condition of the strata at Vobster, on the north flank of the Mendip hills, is our nearest approach, in Great Britain, to the abrupt foldings which are so remarkable in the coalfields of Belgium.

When we look to the numerous and thin seams of the south portion of this field, and the violent contortions to which, along with their limestone base, the coal strata have been subjected, we are induced to recognise the Belgian type, and to look eastward, in the direction of the axis of disturbance, for a continuation of the trough of coal-measures. Evidence, however, not altogether conclusive, has been obtained by boring, which would make it probable that the lower measures also, like the upper ones, crop up under the overlying rocks. Towards Bath, at Twiverton, seams of the lower series, much faulted and highly inclined, are worked, but it is uncertain how far they extend. We may also speculate on the coal-measures being brought in again by convolution on the south side of the Mendips, beneath the more recent formations; but on this point no trials appear to have been made.

It may be remarked, that a source of error in estimating the quantity of coal in the ground is very observable in parts of this field; viz., that certain tracts of the good seams have been so faulted and squeezed by natural causes as to yield little else than slack, and thus to be commercially valueless. And a notable peculiarity is met with in the *overlap* faults at Radstock

and Clandown, where the seams are dislocated by slides in a direction opposite to the usual one, and are thus doubled over themselves, so as to give, over a breadth of from 50 to 200 and even 300 yards, a double tract of the same coal.

FOREST OF DEAN.—This complete and picturesque little coal basin, clothed in great part with fine oak forest, is an admirable study for the student,—dipping on all sides towards the centre, and skirted by its base rock, the carboniferous limestone. It is about 34 square miles in extent, and from its regularity is thoroughly known, even where as yet unproved by pits.*

The coal measures are about 2,300 feet thick, and contain, principally in their lower part, eleven seams of 18 inches up to 5 feet high, giving a total thickness of about 27 feet of coal.

Below the Churchway, and above the Coleford High Delf seam, there occurs a thick series of sandstones, giving rise to numerous excellent quarries, and which in some degree appears to be equivalent to the Pennant of the Bristol field.

Several of the coals about the middle of the series are remarkable for the great number and variety of fossil-plant remains found in the roofs: whilst the lowest thick coal, the Coleford Highdelf, from 4 to 10 feet 6 inches, shows only *sigillariæ* and other large obscure trunks of trees. Ironstones are almost entirely absent, but the want of them is amply made up for by the admirable brown oxide of iron found abundantly in

* A beautiful model, showing most instructively the position of the various seams, was constructed some years ago by Mr. T. Sopwith, F.R.S., and was deposited by H.M. Commissioners of Woods and Forests in the Museum of Practical Geology, Jermyn-street.

churns or irregular deposits in the upper portion of the limestone.

The Dean Forest field produced in 1854, 420,866 tons of coal; in 1870, 907,183 tons.

DEVONSHIRE.—In the north of this county, the neighbourhood of Bideford is remarkable for the occurrence of small seams of anthracite, or *culm*, which have been worked to a considerable extent. They are of but small commercial importance, but are interesting as offering a parallel to the thin seams found in the large tract of carboniferous slate in the south-west of Ireland.

SOUTH WALES.—The magnificent coalfield which extends from Pontypool on the east to St. Bride's Bay on the west, and occupies some 900 square miles, chiefly in the counties of Monmouth, Glamorgan, and Carmarthen, is no less remarkable for its thickness than for the variety and excellence of its products. Based upon a foundation of bold hills of limestone, which rise on its northern, southern, and eastern limits, it forms through a great part of this length an elongated basin, containing a mass of picturesque hilly land, intersected by numerous streams, which have a mainly north and south direction, and in which the greater number of the works are situated. The very numerous dislocations by which it is intersected follow a still more regular meridional course. The great breadth of the field, from 12 to 16 miles, and the rapid inclination of the strata, would soon carry them down to unattainable depths, but for their being again raised nearer to the surface by an axis of elevation, or *anticlinal* ridge, which is traceable along a considerable distance in an east and west direction.

In Monmouthshire the thickness of the strata is far less than in the more western portion, and the maximum depth to the lowest important seam (the Black Vein) may be estimated at 650 yards, whilst the lowest workable coal would be reached at 750 yards from the surface in the valleys.* Here the uppermost notable seam is the well-known house coal, the Mynydd Isslwyn, 5 feet 6 inches, which, occupying only the middle of the trough, has already been worked out over a great part of its area. Beneath this comes a great thickness of sandstones, the "Pennant;" and below that again the measures, including the excellent furnace-coals and clay iron ores, which have given rise to the great iron-works of Pontypool, Ebbw Vale, Tredegar, &c.

Farther west, the sandstones are greatly augmented in thickness, and are surmounted by a series of measures with many workable seams, which appear to be exhibited in full development to the north of Swansea. But still farther westward, at Llanelly, an upper series of seams occupy a comparatively narrow area, coursing east and west, where the full thickness of the coal-measures is estimated to amount to no less than 10,000 feet. If, therefore, we include these, where they are worked on the north-east of Llanelly, and extending to the Llwchwr River, we have the following full section:—

Uppermost or Llanelly series, 1,000 feet, with 8 seams, and a total of 18 feet of coal.

Penllergare series, &c., 3,000 feet, with 16 seams above 18 inches, and a total of 50 feet of coal. (Down to the Hughes seam of Swansea.)

Swansea sandstones (Pennant), 2,700 feet, with 15 seams and 28 feet of coal.

Lower series, 400 to 1,400 feet, with 18 seams and 83 feet of coal.

* According to surveys made by Mr. T. Forster Brown, F.G.S., H.M. Deputy Gaveler in Dean Forest.

The local variations, and especially the thinning out eastward of many of the beds, render a general section, such as the above, inapplicable except to a limited part of the area.

On the west of Carmarthen Bay the thickness of the measures is again greatly reduced, and their value is much deteriorated by the violent foldings and convolutions to which they have been subjected, and which may be seen at their maximum in the cliffs of St. Bride's Bay.

The north-eastern part of the field is principally remarkable for its excellent partially bituminous coals. In the neighbourhood of Aberdare the seams acquire in the highest degree those free-burning and yet smokeless properties, which adapt them especially to steam purposes. The run that has consequently been made upon the coals of these valleys, has led to the opening of such numerous, and such vigorously worked collieries, that large tracts of the best seam, the Aberdare four-foot, have already been exhausted. From hence westward the coals of the south outcrop remain bituminous as far as beyond the Llanelly district, whilst those along the northern side of the field change to anthracite, and this latter variety of coal alone is yielded by the seams rising northward in Carmarthenshire, and by all those of Pembrokeshire. Even within a distance of a few hundred yards, the Llanelly beds are seen to be bituminous where they rise to the south, and anthracitic in the opposite side of the trough.

The produce of the western districts has been as follows:—

	1854. Tons.	1864. Tons.	1870. Tons.
Gloucestershire and Somersetshire	1,492,366	1,950,000	1,955,910
Monmouthshire	8,500,000	4,028,500	4,364,342
South Wales		6,948,000	9,299,770

An examination of the constituent strata, and of the positions of these western coalfields, will lead to the induction that they have formerly been united, and that in Dean Forest we have a link between its larger neighbours, which has been preserved from denudation by its fortunately having been folded into a basin form. The twenty miles which intervene between Coleford and the Welsh hills exhibit only the Old Red sandstone, the base on which coal measures once rested, long since swept away by the wearing action of the sea, when the land has been raised after periods of submergence.

IRELAND.—The coalfields of the sister country form a most interesting study to the geologist, but unfortunately yielding only a total annual quantity of 141,470 tons, present to the commercial or technical inquirer features of little present value and of no future prospects. He who has passed long days in exploring the hilly coal country of Carlow, Kilkenny, or Tipperary, —now examining the fossils of the shales, which remind him of those of the lowest coal series of central England, and anon looking down upon the wide plains of carboniferous limestone which form the great bulk of the low country,—cannot but soon arrive at the conviction that Nature probably gave to Ireland with a liberal hand, but has again taken away what she had given. The isolated little coalfields which exist at present are but the remnants of important deposits which have been torn away by denudation; and as they are unmistakably the few lowermost beds of the formation, no discoveries are to be expected from boring. It is, nevertheless, noticeable that the lower portions of the carboniferous strata are developed, in great thickness, for the limestone is succeeded by several hundred feet

of black shale, as in Derbyshire, and then by some 500 to 700 feet of flagstones, which form a parallel to our millstone grit. The coal measures attaining sometimes a thickness of 1,800 feet, contain but a few seams, mostly very thin, of anthracite, extremely broken, compressed, and uncertain, in county Cork, but in the Tipperary and Castlecomer fields, forming basins of considerable regularity.

In the north of Ireland, coalfields of very small extent occur in Tyrone and Antrim; which, although some of the seams are of bituminous quality, exhibit in the main characters very similar to those of the south. And thus the whole of the deposits of fossil fuel, being but fragments capable of a very limited supply, it is fortunate that the town populations of Ireland can be supplied with such facility from the Clyde, Whitehaven, the Mersey, and the Dee; and that Nature has in some measure made amends for the absence of coal by the gift of peat bogs of unsurpassed extent and quality.

CHAPTER VII.

CONTINENTAL EUROPEAN COALFIELDS.

FRANCE.—Although unable fully to supply the demands of a large population and high civilisation, the French coalfields are neither few nor poor in contents. The sum total of the coal production of France is obtained from above fifty different patches of the coal formation, only a few of which need to be cited as of permanent importance. They may be grouped as the

coalfields of the north, of the centre, and of the south.

That of the north, occupying a narrow strip of land in the departments du Nord and Pas de Calais, is at the one end continuous with that of Belgium, whilst on the other it gradually diminishes in value as it is followed from Valenciennes and Bethune, towards Hardingen and Boulogne. Considering how the coal-measures are covered by the chalk, or cretaceous strata, 80 to 150 yards thick, some of them offering very serious obstacles to the sinking of shafts, it is creditable to the sagacity and perseverance of the French engineers and coal owners that they have so ferreted out the character and position of these concealed treasures, as to have brought the production of this field already up to three millions of tons. The seams are not actually traceable without a gap into Belgium, but are of a similar character,—regular and numerous, yet thin: thus the 12 beds of Aniche give together but 23 feet of coal; 4 beds worked at Douchy, 11 feet 6 inches; 18 at Anzin, 39 feet.

A comparison of these features with those exhibited on the flanks of our Mendip hills, and an observation of the underground course of the sharp trough of French coal strata, deflected as it is from its Belgian direction when it arrives at Douay, inclines us to the speculation that the palæozoic rocks may be continuous from the Severn to the Rhine. The question may possibly be of little practical importance, but is one of great interest as regards the original deposition of the carboniferous series.*

* Mr. Godwin Austin long since propounded this view on purely geological grounds. *Quart. Jour. Geol. Soc.*, vol. xi.

The coalfields of central France are remarkable for their irregular and small area, and the fragmentary and unequal state in which most of the seams occur. They are commonly based upon some of the primary rocks, granite, gneiss, &c. ; and a great part of their constituent mass consists of coarse grits, and, towards the base, of rough conglomerate. The seams attain, here and there, a vast thickness, even up to 40, 60, and 80 feet, but are much broken, and subject to sudden changes. Some of the French geologists are inclined to consider them the result of deposition in lakes, in contradistinction to the fields of the North and of England, where they repose in the obviously marine beds of the mountain limestone.

The most important of them is the district of St. Etienne and Rive de Gier (Loire), occupying a length of about 34 miles, and in which the lower seams occupy an area of 60,000 acres. One of these varies from 30 to 70 feet in thickness. On these follow some hundreds of yards thick of barren sandstones, and then an upper series of 20 seams of from 3 to 16 feet thick, which only cover a surface of about 10,000 acres, and in the midst of which the full thickness of the basin appears to be near 5,000 feet. The active manufacturing industry of this neighbourhood has raised the production to as much as three millions of tons.

Another remarkable basin is that of the Saône et Loire, the chief working centres of which are Creusot, Blanzay, Montceau, Montchanin, and Epignac, where the measures contain only ten beds of coal, but at Blanzay two of them run from 30 to 60 feet each ; and at Montchanin, as at Creusot, one seam attains locally the extraordinary amount of from 60 to 130 feet in thickness.

Most of these central fields are, unfortunately, mere basins in the older rocks, so that their contents are rigidly defined; yet a few of them—as that of Creusot and Blanzy—offer some prospect of continuation, especially on the south-west, beneath the covering of newer formations.

In the south, the coalfield of Alais, in the departments du Gard and Ardeche, conveniently situate for the supply of the coasts of the Mediterranean, and that of the Aveyron, are both of them noticeable for a yield which has increased much within a few years past, and for having probable reserves beneath the jurassic strata, which on certain sides bound the visible extent of the coal-measures.

In 1863, with a home production of $10\frac{1}{2}$ millions of tons—increased in 1869 to 13,000,000—France consumed half as much again imported from abroad.* Since 1815 the amount raised from French pits has been multiplied *tenfold*; but it is still a problem whether the rapidly increasing demand will ever be met by the production of the country. My own visits to a few pits have impressed on me the conviction that the French coal-seams are usually much more difficult to work economically than our own; and that hence the prices, ruling higher than in more favoured districts, will always render it difficult for the coal-owners to compete on the large scale with those of England, Belgium, or Prussia.

BELGIUM.—The deepest pits in the world have been opened in that narrow, but actively worked, zone of

* The imports into France were, in 1864:—

From Belgium	3,500,000 tons.
„ Prussia	1,800,000 „
„ England	1,200,000 „
	<u>6,500,000 tons.</u>

coal-measures which runs from west to east by Mons, Charleroi, and Namur, to Liège. Especially in its western portion, the district of Hainaut, the high angle of inclination of the strata, sharply folded and even zigzagged into a narrow trough, has occasioned the shafts to attain in several cases over 750^m, or 2,460 feet; one shaft, at the Viviers Réunis, near Gilly, even 1,040^m, or 3,411 feet.

The Belgian coalfield, which is in all above 100 miles in length, and generally 4 to 6 miles wide, is subdivided into several basins, among which that of Mons exhibits the fullest development of the formation. No less than 157 seams are known by name, of which 120 are workable, varying from 10 inches to 3 feet. The upper series of 47 seams, not seen elsewhere in the country, are the *Flénu*,—a coal burning with long flame and giving off much gas; the next group of 21 are coking coals; then comes a third, of 29 beds of *charbon de forge*; and last, 20 to 25 beds of *charbon sec* or *maigre*, dry coal, burning with small flame.

The production of the different districts of this field was, in 1867:—

		Tons.
Mons	} or Hainaut	9,595,280
Centre		
Charleroi		
Namur		389,580
Liege		2,770,956
Total		12,755,822

The northern side of this long synclinal trough inclines much more moderately than the southern; and in the sharp-angled zigzag contortions the same contrast between the two sides may often be seen; ar

arrangement recalling the phenomena of our Pembrokeshire field. M. Dormoy, a French engineer, has constructed some beautiful maps to illustrate his views, and considers that, in consequence of the swerving direction of a great east and west dislocation, the southern half of the trough is wanting, except in the rich elliptical basin of the Couchant de Mons, where the total thickness of the measures is estimated at 8,000 feet.

A striking example of the zigzag structure of the coal-measures is seen in the accompanying section of the mine *des Six Bonniers*, near Namur.

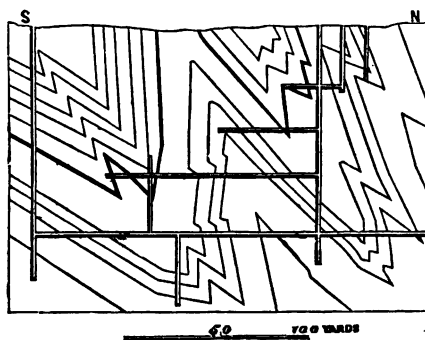


Fig. 10.

The mode of working is generally by a modified kind of long-work, but one requiring a vast quantity of timber, much of which is lost. Within the last twenty years great strides have been made in the improvement of their machinery, and the output at the larger pits is very considerable; whilst the expense of deep sinkings tends, as in the north of England, to increase the area worked from a given pit. The quantity raised per man is much less than the usual English

standard, partly in consequence of the thinness and difficult position of the seams. Not long ago all the work-people were, by law, obliged to travel up and down by ladders, but at present many are raised by the cages; and the *fahrkunst*, or, as it has been termed, Warocquière (from M. de Warocquè, who erected an excellent one on his own works at Mariemont), has been applied with great success at several of the larger collieries.

The price of coals in Belgium is very high; 16s. to 20s. per ton being obtained for large, and 8s. to 10s. and 15s. for mixed and small.* They are divided into the following classes, according to size:—*Houille*, large blocks; *gaillette*, lumps; *gailleteries*, pieces the size of a fist; *gailletins*, or *têtes de moineau*, nuts; and *menu*, smalls, or slack; whilst the name of *gilleteux* is given to mixed sorts.

PRUSSIA.—Almost continuous with the Belgian field, the two highly contorted coal-basins of the Inde, near Eschweiler, and of the Wurm, near Aix-la-Chapelle, have been worked from a very early period; and extending as they do to a great depth, contain large reserves of coal. In the same direction, farther eastward, after crossing the valley of the Rhine, comes the large and rich coalfield of the Ruhr, or of Westphalia; which, although mined near Dortmund as early as 1302, has only within the last quarter of a century risen to a high degree of importance.

That portion of the coalfield which is visible at the surface consists in the main of three parallel synclinals, rich in a vast number of seams, of which the uppermost are a good bituminous coal, the middle series semi-bituminous (*Sinter* or *Ess-Kohlen*), and the lower

* The prices mentioned throughout the book refer to the years 1864-6.

seams non-bituminous or *Sand-coals*. There are here no less than 117 seams, in 1,203 fathoms of measures, containing an aggregate of 294 feet of coal. Nearly three-fourths of the number are of workable size, and they are now recognised and mapped over the entire district by the aid of three or four *guide-seams* of special character and persistence. Of late years numerous and systematic borings through the chalk strata which overlie the coal-measures on the North have proved the existence of several additional similar folds over a still larger area, so that the prospective value of the field has been more than doubled; and it is estimated that it contains no less than 39,200 millions of tons. But perhaps the most remarkable

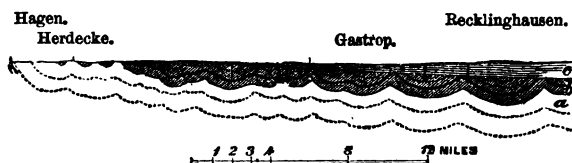


Fig. 11.

- a. Lower carboniferous rocks, sterile sandstones.
- b. Productive coal measures.
- c. Cretaceous strata.

coalfield of the Continent is that of Saarbrücken, on the south of the Hunsrück range, and on the left bank of the Rhine. In this extensive and isolated tract a greater thickness of measures and of coal exists than anywhere else in Europe. Prussia has the good fortune to possess the lion's share, whilst a small but valuable division, containing the lower seams only, falls within the confines of Rhenish Bavaria (Rhein-pfalz), and the tail end has been proved by borings and sinking to extend within the French frontier.* The coal basin, in

* Included since the events of 1870 in German territory.

outside measure, is about 60 miles long by 20 wide, and its lower strata attain, in a line from Bettingen to Tholei, the enormous depth of 20,000 feet, whence a great portion of the coal must ever remain practically unattainable.

The Prussian mining officers, under the lead of Nöggerath and Von Dechen, have made most accurate surveys and sections of the measures, from which we find that the total number of seams above 6 inches thick is 164, containing in all, 338 feet of coal, whilst the number at present deemed workable, *i.e.* above 2 feet, is 77, with 240 feet of coal, and they estimate that the quantity of workable coal down to the depth of 342 fathoms, in the three Prussian circles of Saarbrücken, Saarlouis, and Ottweiler, is 2,750 millions of tons, whilst the total amount in the measures for the same limited area would be above ten times that quantity.

In the International Exhibition of 1862, perfect sections of some of these beds of coal engaged attention, and the seams called Callenberg, Schwalbach, Beust, and Blücher, reared up against the walls with their full height of 10, 12, and 14 feet, afforded a fine sample of the products of collieries which now export largely into France. One notable peculiarity in the coals, and in which they differ strangely from those of Westphalia and Belgium, is that the lowest known seams are bituminous or caking coal, and that the higher they range in the series the more *dry* or anthracitic do they become. Of small importance as reserves of fossil fuel, compared with the two last, but yet very suggestive in a geological point of view, are the two isolated protrusions of coal of Ibbenbüren

and the Piesberg, near Osnabrück. They consist of true coal-measures, in which from five to seven seams have been proved and worked on a moderate scale. Before quitting Westphalia, it should be added that seams of exceptionally good coal, for the newer formations, occur in the Wealden strata which traverse a part of the kingdom and extend into Hanover and Brunswick. In the districts of Tecklenburg, Minder, Osnabrück, &c., these seams, which run from 10 to 44 inches, are a good deal worked for local purposes, and yield in some places caking, in others anthracitic coal.

Another Prussian coal region, that of Wettin and Löbejün, near Halle, claims attention as forming a link between the north-western fields and those of Saxony. It has long been worked, although figuring to a very small amount in the annual returns.

On crossing the Prussian territories to their south-eastern corner, we arrive at the remote and comparatively unwrought coalfields of Silesia. That of Lower Silesia extends through the circles of Landshut, Waldenburg, and Glatz into Bohemia on the south-west. That of Upper Silesia occupies parts of the circles of Ratibor, Rybnick, Pless, &c., and passes on the one side into Moravia and Austrian Silesia, on the other by Beuthen, towards Krakau. This latter field especially, which was commenced upon only in 1784, is of a value which has not been sufficiently appreciated. Measured at its full thickness from the saddle of Zabrze towards the outcrop, it is stated to contain no less than 333 feet of coal in seams of above $2\frac{1}{2}$ feet thick; whilst its extent, reaching far beyond the boundary shown in maps, is difficult of limitation, from the fact of the

coal-measures passing beneath newer formations. But whilst the total mass of the strata appears to be some 10,000 feet thick, and much of the coal may therefore lie at unattainable depths, it is made out with fair probability that this repository must contain an available quantity, even within a working depth already exceeded elsewhere, of 50,000 million tons of coal!

The structure of this latter coalfield is not yet so thoroughly explored as to give certainty to calculations for the future, but the surveys of men distinguished no less as miners than as geologists, Von Oeynhausen, Von Carnall, and Krug von Nidda, leave little doubt that the district of the head-waters of the Oder may be looked to as a source of supply long after we shall have burned out our last ton of coal from most of the pits of our Western countries.

With the steady advance in production of the Prussian coalfields it may be observed that the most flourishing is that of Westphalia, where the position is eminently favourable to cheap transit, and where consumption has been fostered by the price being lowered considerably below the standard of other Continental producers.

The following table exhibits the quantities raised from the several districts of Prussia during the years 1863 and 1870—

Official centre.	1863.			1870.		
	Coals.	Brown Coal.	Total.	Coals.	Brown Coal.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Breslau (Silesia)	4,421,119	188,807	4,609,926	7,424,631	372,678	7,797,309
Halle (Pr. Saxony)	52,971	3,645,189	3,698,160	71,023	5,398,310	5,469,333
Dortmund (Westphalia)	6,875,120	1,631	6,876,751	11,812,528		11,812,528
Bonn (Saarbrücken) ...	2,955,364	180,576	3,145,940	3,879,075	167,590	3,846,665
Clausthal				328,979	177,942	506,921
Grand Total	14,304,574	4,026,203	18,330,777	23,316,236	6,116,520	29,432,756

The brown-coal or lignite of Prussia, as well as of Nassau and several other North German territories, now commands a great sale as a fuel, well enough suited to many purposes. The shallow basins of tertiary rocks—generally sandstones—which yield it, are scattered in patches over a vast extent of country, but attain special importance on the Lower Rhine, in the Westerwald, in the Wetterau, on the River Elbe, and in the Thuringian district.

The coalfields of SAXONY, although locally important, and interesting as having been geologically well explored by Naumann, Von Cotta, Geinitz and Von Gutbier, are not likely to exercise much influence on European production. That of Zwickau was worked at a very early date, and being found to extend beneath the New Red sandstone, offers a good magazine for future supply. Where best developed on the left bank of the Mulde, it exhibits 9 seams, with 96 feet of coal.

From the careful examination of the coal plants, instituted by the Saxon geologists, it is shown that whilst the undermost seams of Silesia, the *culm* series, may be termed Lycopodiaceous or *Sagenaria* coal, the lower seams of Zwickau are chiefly of *Sigillaria*, forming *pech-kohle* or pitch-coal; that next above the *Sigillaria* zone comes the Calamite coal, principally shown in the *Russ-kohle* seam, which attains locally a thickness of 22 feet 6 inches. Above this occurs the *Annularia* zone, and lastly, including the uppermost seams, the Fern zone.*

The coalfields of Haynichen, and of Potschappel

* The Flora of our coalfields of Gloucestershire and Somersetshire offers, I think, a parallel to the above; but its details need closer examination.

are of far smaller note, but the position of the latter, near Dresden and the silver mines of Freiberg, gives it a special value. On the whole, this little kingdom produced in 1869, of coal and brown-coal together, 3,096,232 tons; the true coal being 2,584,292 tons, raised from 79 pits, by 13,519 workpeople.*

AUSTRIA.—The large amount of forest still existing in many parts of the Austrian monarchy has rendered coal a requirement of no serious importance until within the last few years, when the great increase of steam navigation, of railways, and manufactures, has given impetus to the production of every kind of fossil fuel. The true coal formation stretches from Lower Silesia into a limited district of Bohemia, at the base of the Riesengebirge; and that of Upper Silesia forms a tract of considerable importance around Mährisch, or Moravian Ostrau, where it is largely worked by Von Rothschild and others. On the north-west side of Prague the coal-basins of Schlan and Rakonitz, that of Radnitz, and the western one of Pilsen, extending in the aggregate over some 600 square miles, are all being rapidly opened; but no less remarkable are the strikingly thick seams of brown-coal (sometimes from 30 to 50 feet) found in the flat country of Elnbogen, Bilin, Commotau, &c., and largely shipped on the Elbe.

* The rapid increase of production in Saxony, especially since the year 1830, will be appreciated from the statement of annual raisings at intervals of ten years:—

Year.	Saxon <i>scheffel</i> , nearly = 4 cwts.
1790	30,800
1800	62,000
1820	65,000
1830	165,000
1840	780,000
1850	4,200,000
1860	7,874,000

The Austrian States raise in the year above seven millions of tons, of which nearly the half is brown-coal, but some of the varieties of the latter are so like good bituminous samples of the older coal that I have seen one of our most experienced Newcastle pit-men entirely at fault in judging of them. A very superior quality occurs at Fünfkirchen in Southern Hungary, and at Steuerdorf and some other localities in the Bannat, where it needs an examination of the fossils in the shales to convince you that they are in the Lias formation. The tertiary brown-coals of Hungary and in the Austrian Alps, especially in Styria and Carinthia, are not only of a very useful character, but occur in seams which in some instances attain the surprising thicknesses of 50, 70, and even 120 feet.

SPAIN.—Although the Mediterranean countries are generally devoid of true coal, exhibiting only here and there deposits of lignite of no great importance, the Spanish peninsula presents a notable exception, boasting a large coal-field of numerous seams superposed on the carboniferous limestone of the Asturias, and two others apparently of great though unexplored value at Belmez and at Villa Nueva, near Cordova. But no great development can be expected whilst the means of communication remain so bad that the habitual transport of the produce of the collieries is effected on donkey-back.

RUSSIA.—It is no matter of wonder if, in this most extensive of European countries, the abundance of forest, and the scantiness of population, have retarded exploration for coal. But the researches of Sir Roderick Murchison and his associates, Count Keyserling and M. de Verneuil, have proved the existence

of a gigantic extension of lower carboniferous rocks, ranging along the flanks of the Ural Mountains, over a length of about a thousand miles. It is only here and there that any coal-seams have been proved to exist; but, although much interrupted, they are distinctly shown to occur on both sides of the great dividing chain.

These authors have attached especial importance to the coal-field of the Donetz, between the Don and the Dnieper, near the northern corner of the Sea of Azof; where the middle carboniferous limestones contain a number of workable coal-seams—not remarkable for goodness of quality—over an area of about 11,000 square miles. At the collieries of Lissitchia Balka, 900 feet of measures exhibited several seams, giving an aggregate of 30 feet of coal, and 50 feet of beds of limestone with marine fossils.

Le Play states that he found 225 outcrops with above 400 feet of coal; Prof. Helmersen more recently (1864) asserts the existence of nearly 400 seams;* and as the northern side of the field is covered by the cretaceous rocks, and coal-measures have been already proved beneath them, it appears probable that there is here a vast development of the older coals, of which we have notable examples at home, in Northumberland and in Scotland.

The researches of Auerbach and Trautschold on the coals of central Russia, published in 1860, describe a well-marked coalfield in the Governments of Tula and Kaluga, with an area of above 13,000 square miles.

It appears doubtful whether any seams of the ordinary upper coal have yet been found; but should such be discovered to extend beneath the overlying Permian

* *Vide* Quart. Jour. Geol. Soc., vol. xx.

strata, it seems not improbable that Russia may one day be shown to possess stores of coal, in some degree commensurate with the magnitude of her territorial proportions.

CHAPTER VIII.

COAL OF NORTH AMERICA.

SOUTH of the St. Lawrence and the great chain of lakes an astonishing proportion of the surface of the North-American continent is occupied by the carboniferous formation; and if we merely compare the coal-areas of the New World with those of the Old, as indicated in geological maps, we should conclude that the total extent of the deposits of Europe stand, as against those of America, in the humble ratio of 1 to 21. But an important fallacy is involved in these comparisons, inasmuch as the position of the American coal strata, with respect to the under and overlying rocks, is such as to exhibit their entire area (in the midst of which also large tracts are barren), whilst many most valuable portions of the European coalfields are covered by newer formations; and there seems reason to doubt whether in the former there ever occur such great accumulations of coal as distinguish some of the fields of the latter.

In the British colonies, NEW BRUNSWICK and NOVA SCOTIA are especially noticeable for a great thickness of carboniferous strata, which have been already explored by Prof. Dawson and Mr. R. Brown. The number of seams is comparatively small; but it is interesting to

observe that the plants found in or near them belong to the same genera, and often to the same species, as those of the coals of Europe.

The Cumberland coalfield, occupying a tract which rises towards the Cobequid hills, exhibits along the shores of the Bay of Fundy, at the Joggins, an unrivalled natural exposure of strata, which Sir W. Logan has measured to be upwards of 14,000 feet thick. But although 70 seams of coal are included, very few of them, and those only thin, are found of workable dimensions. Near Amherst, the productive division is stated by Dawson to be 2,800 feet thick, with seven seams of from $1\frac{1}{2}$ to 3 feet thick; giving a total amount of not more than 16 feet of actual coal.

A remarkable contrast to this state of things exists in a limited district at Pictou, where, in a much smaller bulk of measures, there occur 5 or 6 good seams, the most noticeable of which is the Pictou main coal, no less than $37\frac{1}{2}$ feet in thickness, inclusive of some bands of shale and ironstone.

In the northern and central parts of Cape Breton, around the town of Sydney, another coalfield, of considerable economic value, forms, according to Mr. Brown, one extremity of a great coal region, the main body of which extends under the sea towards Newfoundland. The same practical author estimates the productive measures as occupying 250 square miles, and as possessing a thickness of 10,000 feet. A fine natural section, on the north-west side of Sydney Harbour, shows a total of 1,860 feet of measures, with 34 seams of coal, but four only among them are workable, each from 4 feet to 6 feet 9 inches. The excellent papers by the two above-named authors, in the Quar-

terly Journal of the Geological Society of London, contain most valuable contributions to our knowledge of the plants and animals of the coal. The quantity raised and sold in the province, during the year ending the 30th September, 1865, was 651,256 tons.

The extensive coal-fields of the UNITED STATES are evidently, from their character and positions, but the huge remnants of a vast coal area, which once extended from the St. Lawrence down to the mouth of the Mississippi, and from the shores of the Atlantic to Kansas and the frontiers of Mexico. Although they may be separated from one another by gaps of many miles in width, the intermediate space is occupied by the same floor of lower rock on which the coal-measures rest; and the productive portion of the strata is preserved in the several basins, by occupying the depressions of the undulated flexures to which the entire mass has been subjected. Most violent on the east, along the line of the Alleghanies, these foldings become more and more gentle westward, so that in the great regions of the Ohio and the Missouri the inclination of the beds is very small, and their unbroken extent proportionally great. Coupled with this fact, moreover, it is found that the character of the coal changes: bituminous and caking in the broad flat areas, it becomes more and more dense when affected by the contortions of the Appalachian chain, until, in the parallel synclinal deposits of Pennsylvania, it becomes a pure anthracite.

Prof. Rogers, in his elaborate "Geology of Pennsylvania," dwells upon another broad feature of general interest. The beds of conglomerate (millstone-grit) and sandstone, which occur in great thickness, and of

coarse grain, on the east, gradually thin away and become finer as they approach the west; whilst the slight traces of limestone, associated with the coal-measures in Pennsylvania, become more and more important as they reach the successive western districts, until beds, that in the Potomac basin are only 10 feet, become expanded at Wheeling to 200 feet in thickness. And as the coarseness of grits and conglomerates points to the proximity of the land whence they were derived, whilst the limestones abound in marine organisms, it results that in the coal period deep-sea conditions prevailed in the west; and that the mass of land, from which the sandy constituents of the coal-measures were derived, must have existed where the Atlantic now rolls its billows.

The coalfields of the United States, estimated by Rogers to occupy an area of 196,850 square miles, are five in number:—

1. *The Appalachian coalfield*, forming a series of productive basins in Pennsylvania, Ohio, Maryland, Virginia, Kentucky, and Tennessee, extends in a N.E. and S.W. direction for 875 miles—an unbroken length, second only to the spread of the lower carboniferous rocks along the western flank of the Ural.

In the southernmost and deepest or the Pottsville trough of anthracite, it appears that about 25 workable seams have been proved, in other parts only 10 or 12; so that, although a maximum thickness of 207 feet of coal has been ascertained, the average would not exceed 70 feet.

Some of the lower seams of the anthracite attain exceptionally the thickness of from 10 to 40 feet, probably in consequence of the local disappearance or attenuation.

of the shales and grits which elsewhere divide from each other six or seven different seams. At Lehigh Summit mine the great coal-bed is a magnificent seam of 50 feet, containing 30 feet of good coal.*

In the bituminous field of western Pennsylvania, seven to ten workable seams† are found in a thickness of about 2,100 feet of strata, and the same number may be identified in north-west Virginia; whilst, as a proof of gradual attenuation westward, it seems that in the western coal-field of Missouri and Iowa seven or eight workable seams at the utmost are included in about 700 feet of strata.

The upper series, cropping out a little to the north and north-west of Pittsburg, is based upon a remarkable seam of coal, named after that town. Prof. Rogers has traced out, *con amore*, the prodigious extent of "this superb bed," and shows how incompatible with any *drift* theory are its persistency and regularity. With a thickness of 8 feet at Pittsburg, rising to 12 or 14 feet in the south-eastern basins, and dwindling on the Great Kenawha to 5 feet, and at Guyandotte to 3 feet, its superficial measurement amounts to about 14,000 square miles; and if we include some detached basins, which indicate its former extent on the east, it would appear that the Pittsburg seam formerly (before

* To guard against misapprehension, it is well to remember that it appears to be the local practice to name a seam by the thickness of the coal as roughly measured in the driving of a cross cut; and as the beds rise at various angles, the amount thus taken is generally much in excess of the true thickness. Thus Mr. Rogers states that the so-called "39-foot vein" is really 26 feet horizontally measured, and 15 feet measured in an European way, fairly across the seam; and, after all, 8 feet only are of saleable coal.

† Near Pittsburg, above the P. seam of 10 feet, is the Waynesbury coal, 6 feet, and below it 5 seams with about 22 feet of coal.

denudation) occupied a surface of no less than 34,000 square miles.

Another observable feature of the upper series consists in the intercalation of bands of limestone charged with marine fossils, and amounting sometimes, in the aggregate, to 150 feet thick. One bed especially, which overlies the Pittsburg coal, has been remarked to increase from 2 feet in the Cumberland basin to 41 feet at Brownsville, and 54 feet at Wheeling.

The aggregate thickness of coal contained in the measures, generally, of the Appalachian coal-field, is far less than that above given for the anthracite region. Even where the basin is deepest, and the seams are 15 or 16 in number, it scarcely amounts to 40 feet; whence it is inferred by Rogers that, considering the great amount of denudation, we are hardly entitled to assume a higher general average for the whole field than 25 feet.

The coal-trade of Pennsylvania may be said practically to have commenced with the first shipment in 1820, and the following numbers, given in the report of the Philadelphia Board of Trade, show the increase in quantity sent to market at intervals of ten years:—

Year.					Tons.
1820	.	.	.	.	365
1830	.	.	.	.	174,374
1840	.	.	.	.	841,684
1850	.	.	.	.	3,177,537
1860	.	.	.	.	8,151,569

For 1871 it is stated to have amounted to 14,965,501.

2. *Illinois and Indiana coalfield.*—This is a somewhat oval tract, lying between a wide anticlinal exposure of Devonian and Silurian rocks on the east, and the saddle of carboniferous limestone of the Upper Mississippi on

the west, having a total area of some 51,000 square miles.

Within this vast district, nearly as extensive as the Appalachian, many local disturbances and undulations affect the strata, and confine the available basins within limits which are not yet thoroughly explored. In western Kentucky, the productive coal-measures are estimated at 3,429 feet thick; the lower series—including a hard sandstone, called the Anvil Rock, at the top—being 1,029 feet, with nine workable seams, and the upper group being 2,400 feet, with eight workable seams and numerous bands of limestone. An aggregate amount of 40 to 50 feet of coal has here been proved; but since all explorers agree that there is a great amount of undulation bringing the older strata to the surface—the flexures running N.W. and S.E., or oppositely to those of the Appalachian range—no satisfactory estimate of the average quantity of coal can yet be obtained.

3. *Iowa, Missouri, and Arkansas.*—In this enormous area, where upwards of 73,000 square miles are stated* to be occupied by coal-measures, we cannot but look upon the latter as being of a degraded type; not only the stony strata, but the beds of coal also having greatly dwindled, both in number and thickness. Prof. Swallow, reporting on the geology of Missouri, estimates the total sections of the coal-measures on that river at 650 feet; the upper portion containing thin beds of buff limestone, and no workable coal; whilst the lower group, between Booneville and the mouth of the La Mine, includes six coal seams, two only of which, of 3 feet and 6 feet respectively, are workable.

* Rogers, "Geology of Pennsylvania," vol. ii.

Dr. Dale Owen, in reporting on Arkansas, mentions the occurrence of several seams of coal opened upon in different counties for smiths' use; but most of them are only a few inches thick; one alone, the Spadra seam, being 3 feet. They appear to be semi-anthracitic, and to be intercalated among the lower members of the formation; viz., with the millstone-grit, and close down on the "Archimedes" limestone. Sundry outlying deposits of coal and cannel promise to be of local value; but the contents of the field, as hitherto described, are so utterly disproportionate to the magnificent show which it makes in a geological map, that in a comparison of the coal-measures of different countries, the mere statement of its area is of no value.

4. *Coal-field of Texas*.—This extreme south-western district, estimated at 3,000 square miles in extent, will be looked upon by the geologist as originally an extension of its larger neighbour in Arkansas.

5. *Michigan coal-field*.—A very considerable extent of land, between Lakes Huron and Michigan, and estimated at 12,000 to 15,000 square miles, is occupied by a shallow basin of gently inclined or horizontal coal-measures. The foundation on which they rest appears to be carboniferous limestone; frequently containing, as it does also in British North America, deposits of gypsum. It appears singular that the interior of this coal district is imperfectly known, and that as yet only a few points have been noticed where coal crops out. From these appearances it has been conjectured that but very few beds of workable coal—probably the very bottom of the series—exist here; and a parallel is offered to the bad plight of the Irish coalfields,—robbed of their chief contents by Nature's great planing-tool of denudation.

It will excite no surprise that in a country of which the interior is so scantily peopled, and the timber-land still so abundant, the coal-trade should be but of recent origin, and the quantity of fossil-fuel brought into the market from native mines very inferior to the yield of European countries, in proportion to the extent of the coal-rocks. It was only in 1820 that the first modest instalment of 365 tons of coal was sent from the mines of Pennsylvania; and we have seen that, doubling itself sometimes in five, sometimes in ten years, the amount has increased to above ten millions of tons in 1864. The other coal-producing States lag far behind, as will be inferred from the following table, showing the produce for the year ending June, 1864, from the returns made to the Internal Revenue Department:—

State.	Tons.
Rhode Island	3,656
Pennsylvania	12,698,412
Maryland	787,269
District Columbia	742
Western Virginia	398,815
Kentucky	91,036
Missouri	66,187
Ohio	1,324,685
Indiana	146,787
Illinois	925,293
Michigan	16,296
Minnesota	50,204
Kansas	236
California	44,938
Washington Territory	7,754
Total	16,472,410

The total quantity of anthracite raised in 1871 is given at 17,685,501 tons. The statistics of the other coals are less trustworthy, but it is estimated that they swell the total to 33,637,486 tons.

It is reported,* too, that "great looseness seems to exist in the compilation of figures involving large sums, as well as in the returns required to be made by the companies." Whence it is probable that, allowing for local consumption, &c., the amount raised in the States cannot be less than 30 millions of tons.

Years ago the progress of the Pennsylvanian mines would have been much checked but for the duty placed upon the importation of foreign coals, which has been varied from time to time, and is now 1 dollar 25 cents per ton of 28 bushels. The distance from the mines to the chief centres of population, along the sea-board, is from 80 to 120 miles, and the carriage appears to cost nearly as much as the value of the coal at the pit's mouth. The price at New York ranging in general from 22s. to 24s. per ton, and occasionally (as in 1864) running up much higher, admits an importation into the States of above half a million tons annually.

The great wealth in fossil-fuel of North America does not end with the true coalfields above described. In eastern Virginia, a tract some 26 miles long by 4 to 12 miles wide, contains coal in the lower part of the Jurassic group (with fossils very similar to those of our Whitby beds in Yorkshire), and the main seam is stated to attain the thickness of 30 and even 40 feet of good bituminous coal. The measures form an irregular basin, resting upon granitic rock, and the seams are much disturbed, and subjected to thinning where they are closely superimposed upon their primary bed.†

On the Pacific side of the continent, lignites of good

* Reports from Her Majesty's Secretaries of Embassy and Legation, 1866.

† This formation is now referred to the Trias.

quality, and often in seams of from 3 to 10 feet thick, make their appearance at divers localities. They appear to belong to the Cretaceous series; to which age Dr. Hector has satisfactorily referred the lignites of the Saskatchewan River and of Vancouver's Island.

The geologists and statistical writers of the United States have constructed diagrams and numerical tables, which get handed about from one book to another, and give, as I think, very erroneous ideas of the overwhelming importance of the American coalfields as compared with those of Europe. It may be true enough that a vast area of country is occupied by rocks of the carboniferous period, and a proclivity to big figures may be gratified by calculating the tens of thousands of square miles of extent; but it should be recollected that among the European coal-fields are several in which, as in Westphalia and Silesia, the greater part of the productive ground lies covered by a cloak of newer formations. The total area of coal-measures in the United States is given as 200,000 square miles, whilst that of Russia is set down as 100 miles; and this simple "unit of measure" is then applied as a standard showing the littleness of all the European fields. But if the same method of calculation were applied to Russia that has been acted on in Iowa and Missouri, and we were to take the length and breadth of the tracts over which coal-bearing rocks have been found to exist, and may be deemed continuous, that empire, instead of figuring as a petty unit, would run the States a hard race for mere extent of carboniferous formation.

On passing, then, to what is of more weight—the thickness of workable coal—we are constrained to be-

lieve, whilst fully recognising the colossal value of the Appalachian and of the Illinois and Indiana deposits, that the *data* for the estimation of the contents of the others are not yet satisfactory, and that the progress of exploration in such vast tracts will show many an element for subtraction.

CHAPTER IX.

COALFIELDS OF ASIA AND OF THE SOUTHERN HEMISPHERE.

ON turning our gaze eastward from Mediterranean Europe to the Levant, we may observe the continuation of similar characters in the rare occurrence of true carboniferous strata, and in the frequent exhibitions of lignites of cretaceous or of tertiary age. The only remarkable instance of the former which we know in Western Asia is the coalfield of Eregli on the south shore of the Black Sea, a district which was urged into some little activity during the Crimean war, but which appears to have so far sunk back again into the old sleepy state of ill-management as not even to supply the limited requirements of Constantinople and the other towns bordering on the Euxine. Every now and then the disclosure of something black cropping out on hill or river side leads to the publication of a paragraph which makes the round of the European newspapers, and tells of the discovery of a new "coal-mine," generally of "inexhaustible extent," and "quality equal to the best Newcastle coal." It turns out to be an instance of the patchy distribution of the lignites,

which have seldom been good enough to command serious attention; although in one case, in the Lebanon, considerable workings were carried on for this article during the occupation of Syria by Ibrahim Pasha.

In India, large tracts of land, especially known about the Upper Damoodah and in Burdwan, are occupied by a coal-formation which, besides its extent, is notable for very peculiar geological features. The active missionaries, Messrs. Hislop and Hunter, described to the Geological Society of London, in 1855, the occurrence of plants in the coal-bearing sandstones, some of them of genera which might be taken as common to the coal-measures of Europe, but others, such as *Zamites*, *Tæniopteris*, *Glossopteris*, *Vertebraria*, and *Trizygia*, which indicate a Jurassic age. Some of these bear a close resemblance to the contents of our Oolitic coal-beds of North Yorkshire, and to those of Virginia, and the parallel is rendered stronger by the presence of remains of *Lepidotus* and *Æchmodus*, Jurassic fish, in the Kotá shales, which appear to belong to the same series as the Nagpur plant-bearing beds.

Messrs. Blanford and others of the geological staff under Professor Oldham, have been working out the relations of these Eastern coalfields; they divide the coal-bearing strata of Bengal into the Barakar, or lower Damoodah, the Ironstone shales, and the Rani-ganj beds, ascribing them to the upper palæozoic period, and the overlying Panchet group to the Trias.*

Farther to the north-east, the ingenious and closely-packed natives of China and Japan discovered at a very early period the value of the fossil fuel which in both countries exists in large quantity. Writing of

* Coal raised in all India for 1868, 547,971 tons.

the northern part of China, Marco Polo stated, in describing his travels between 1270 and 1290, "Through the whole province of Cathay, certain black stones are dug out of the mountains, which put into the fire, burn like wood, and, being kindled, preserve fire a long time; and if they be kindled in the evening, they keep fire all the night; and many use these stones because that though they have plenty of wood, yet there is such frequent use of stoves and baths, that the wood could not serve."

There appears to be no doubt that several large and rich fields, producing coals of good quality, exist in China; but we have obtained hitherto only meagre and fragmentary accounts of some of them from travellers unprepared with technical knowledge. On the upper waters of the Yang-tse-kiang coal seams crop out to the surface over a very large area, and are worked on a small scale by levels driven into the hills.

In the prefecture of King-hua, W.S.W. of Ningpo, and near the town of E-u, coal-pits are described by the Rev. R. Cobbold, which have been opened upon seams of a bright non-bituminous coal. The mines are from 300 to 500 feet deep, sunk in lifts of 40 to 50 feet at a time, and having the mineral raised by successive windlasses at the intermediate stages.*

Notwithstanding the facilities of water carriage existing throughout a great part of China, it is manifest that great improvements must take place in the mining operations before these stores of mineral fuel can be made fully available for manufacturing and for the requirements of the steam navigation of the Eastern seas.

A certain amount of prejudice, derived no doubt

* Part of the province Schansi, over an area of 1,500 square German miles, is described by Von Richthoven as an anthracite field, with seams 12 to 30 ft. mostly horizontal. V. also Pumpelly's Travels.

from negative evidence, disinclines us to believe in the existence of carboniferous formations within the tropics, and the discoveries of coaly substances hitherto made in the warmer regions of the earth have generally tended only to show that beds of lignitic matter were formed even in these latitudes amid some of the later formations, whilst the true carboniferous rocks have not yet been traced within many degrees of the equator. A great local value may attach to these coaly lignites of superior quality when workable in certain situations accessible to steam vessels, as at Labuan and elsewhere in Borneo,* and even on the banks of the Zambesi.

On arriving at the southern latitude of Sydney, in Australia, we meet again a great development of the carboniferous system, exercising already a considerable influence on the fortunes of our rapidly growing colonies. Since the systematic description of the coal-bearing beds of this region by Count de Strzelecki, in 1845, numerous observations upon them have been contributed by Mr. Beète Jukès, the Rev. W. B. Clarke, Mr. Selwyn, and Mr. W. Keene, which leave no doubt as to the palæozoic character of the lower part of a great conformable series of strata, although the upper portion presents anomalies reminding us much more of the Indian coalfields than of anything which we possess in Europe.

Mr. Clarke proposes the following general divisions—

- | | | |
|---|---|--|
| <ol style="list-style-type: none"> 1. Wianamatta shales, 700 to 800 ft. thick, 2. Hawkesbury Rocks, or Sydney Sandstone, 800 to 1,000 ft. thick, 3. Upper coal measures, with the coal-seams of Newcastle, &c., 5,000 ft. thick, 4. Lower carboniferous rocks, 8,000 ft. thick. | } | Upper carboniferous,
or Permian (Dana),
Jurassic (Mc Coy). |
|---|---|--|

* See Quart. Jour. Geol. Soc., vol. iv., p. 96, and vol. ix., p. 54.

The presence, along with the coal seams, of such plants as two species of *Glossopteris*, *Cyclopteris angustifolia*, and certain species of *Sphenopteris* and *Phyllothea*, gives a parallel to the fossils of strata more recent than the European carboniferous, but there is at present a difficulty in drawing a line of demarcation between the groups No. 3 and No. 4, whilst in the latter both plants and shells of the carboniferous and devonian series are abundant.

Mr. Keene, the Government Examiner of Coalfields, states that he recognises eleven distinct seams, which are more or less worked. Several of these are from 4 to 6 feet thick. The Wallsend seam, worked between Minmi and Newcastle is 9 feet of good coal; that of the Agricultural Company's Bore-hole Colliery is 9 feet; and one which crops out near Stroud, on the same company's lands, is as much as 30 feet, including sundry partings of shale and fire-clay. On the Hunter river, for a distance of fifteen miles up from Newcastle, several considerable collieries are worked, and even thirty miles farther north, at Rix's creek, near Singleton, a good seam has been opened upon. South of Sydney, about sixty miles, at Bellambi and Wollongong, shipments are made of the coal obtained from workings on the outcrops of seams of very regular persistence in thickness.

The products of the Australian collieries are various in character, smith's, household, and gas-coal being obtained from different pits, and a large amount of steam coal of very serviceable quality being regularly supplied to sea-going vessels. Several beds of bituminous shale and cannel, which occur chiefly in the division No. 3, have recently attracted much attention as sources of rock oil. Imitating the mother country

not only in the names of its seams and mining localities, New South Wales has opened out a considerable foreign trade, and shipments of coal have long been made to China, India, and even to the ports of California.

It is not our object in this chapter to do more than invite attention to a few among the coal-bearing formations of parts of the world distant from Europe, which appear to promise future importance. We need not refer, except in passing, to those minor deposits of lignite or of true coal which undoubtedly may be developed and acquire a local value, although unable to weigh much in the coal trade of the world. Tasmania and New Zealand come under this category, and some of the lignites of the latter country stand high for quality.

Turning farther westward, we find that coal-beds exist in the Falkland Islands, and that South America promises great results—of but little value at present, whilst her population is sparse and her forest lands of enormous extent. Very interesting, however, is the coalfield of Santa Fè de Bogota, in New Granada, the fossils of which prove it to be of cretaceous age. Mr. David Forbes has pointed out the existence of true carboniferous rocks near the mountain lake of Titicaca, situated no less than 12,600 feet above the sea; and within the last few years successive notifications have been made of important areas of true coal in various parts of the flourishing empire of Brazil.

CHAPTER X.

SEARCH FOR COAL ; BORING ; AND SINKING OF SHAFTS.

A VALUABLE amount of light may be thrown upon the character of a coal district by surface researches, unaccompanied by the breaking of the ground. Quarries, roads, protruding rocks, sea-cliffs, ploughed fields, and water-courses, will all yield to an experienced eye their quantum of information. Even when, as in parts of Lancashire, the general surface is occupied by a thick cover of clay, gravel, &c. (the *drift*), good facts may be gleaned in the channels and banks of the brooks which have cut their way down to the harder rock. Now and then a very complete view of the raised edges of a whole series of strata may be seen ; as in the cliffy shores of the Bay of Fundy, Nova Scotia, and of Cape Breton ; whence we have sections, measured by Sir William Logan and Mr. R. Brown, embracing thousands of feet of strata. In the county of Carlow, Ireland, in South Wales, and in the North of England, there are frequent opportunities of thus obtaining a measurable profile of some of the lower coal-measures.

In this kind of search we must learn to avoid being deceived by vain resemblances. Especially dangerous is it to trust to mere outward likeness in the shales or "metals" to those of the coal series : such may belong to the Silurian, to the Lias, or to other formations. If true carboniferous shales, we ought to be able to find in them some of the fossils proper to the period, before pronouncing on them. Still more irrelevant is it to form conclusions on the presence of coal-

measures because the surface is covered with a cold clay, or because you have limestone on one side of your field of action, or because ironstones have been found about the place. Each of these circumstances *may be* true of a coalfield, but is not necessarily so : each may also be true of many other formations, and would require corroboration by other characters. The presence of a spring of water depositing ochreous oxide of iron is often noticeable near the out-crop of a coal-seam, but the mineralogist will recollect that, since this appearance is derived simply from the decomposition of iron pyrites, it may occur in many other classes of rock in which that common mineral has been accumulated. Not even the underclay, with its matted, carbonised roots, is sufficient evidence of the nearness of a bed of coal, for such a material has sometimes been deposited, and either the conditions for the abundant growth of the coal-plants have not supervened, or the coal may have been formed, and subsequently been removed by natural denudatory action.

In these cases, a pick and shovel may sometimes lend useful aid ; but more commonly it becomes advisable to resort to "boring," either for the actual testing of a particular spot, or for filling up the gaps between portions which may be tolerably well determined at the surface.

This subject has been already treated in one of the Rudimentary Treatises by Mr. Swindell, and we shall therefore touch on it but briefly

The ordinary mode of boring through the alternating rocks overlaying or forming a coalfield is by means of a steeled chisel, or *bit*, of various form, screwed to rods of the best bar-iron, about an inch thick, screw-

jointed at intervals of from 6 to 18 feet. At the spot selected for the bore-hole, it is usual either to erect a wooden-staging, or to sink a preliminary pit to a few feet or yards in depth, so that a greater length of rods may be drawn at once, and part of the tedious delay of screwing and unscrewing may be avoided. To aid in this object, too, a tall triangle, derrick, or shear-legs, with sheave, should be erected; within which the rods may be drawn and lowered by the agency of a windlass. In order to lift the rods and cutter a few inches for each stroke or blow, either a spring-pole may be used, fastened down at the but-end, and with the rods suspended at the thin extremity; or a windlass, round which a rope coming from the rods is passed with two or three turns, whilst a man holds the "slack," and when the cutter is raised to a sufficient height by the men at the windlass, slips the rope to allow the rod to fall. Meanwhile a rotatory motion is given to the rods at each stroke by the master borer and his assistant, holding a cross-bar which clutches the upper rods a little above the surface. The chisel thus at each blow cuts the ground in a fresh position, and when this action has been continued long enough, the rods are withdrawn, by unscrewing length after length, and the "sludger," an iron tube of 6 feet long, with a valve in the bottom, is lowered by a rope, and being dropped heavily several times to the bottom of the hole, soon gets filled with *debris*, which being then brought to the top are carefully examined, whilst the rods are again lowered, to go on with the pounding action.

In order to reduce the time and expense of this mode of boring, the Chinese system of boring by a rope instead of rigid rods, has been a good deal

employed of late years; but it is open to the objection of sometimes making the hole untrue, and more often of ending in the catastrophe of a broken rope, and of the heavy iron cylindrical cutting-tool remaining at the bottom of the bore-hole.

Exploring bore-holes are generally from 3 to 5 inches diameter, and may be guarded against many of the accidents to which they are liable, by being lined with pipes of sheet-iron, added on from above as the hole increases in depth.

When larger diameters are to be employed, and greater depths than 300 or 400 feet attained, the serious difficulties which supervene are met by various contrivances, such as the hollow rods first successfully used by Oeynhausén, wooden rods with iron connections, the free-falling cutter first devised by Kind, &c.; but as these relate chiefly to the boring of Artesian wells for water or for brine, we need but mention them here.

We may, however, cite as, perhaps, the most remarkable borehole yet accomplished, one which has not long since been completed by Herr Kind, for exploring purposes in the coalfield of Creusot, in France, to the depth of 920 metres, or 3,017 feet English.

Steam-power has for these purposes been largely employed of late years. Messrs. Mather and Platt have made remarkable borings by their ingenious cutter worked with a flat wire rope; and several patents have been taken out in England and Scotland for different means of applying this more economical power, whilst Messrs. Kind, Dégousée, and Mulot have severally availed themselves of it in their great works in Germany, France, and Belgium.

At some mines a set of boring-rods is specially kept

for exploratory work, and for occasional operations to assist the working of the mines; whilst in many of our districts the work is performed under contract, by borers who devote themselves to this particular task.

The tariff for boring at Newcastle was, in 1854,

for the first five fathoms 7s. 6d. per fathom.

„ second „ 15s. 0d. „

„ third „ £1 2s. 6d. „

and so on; irrespective of charges for carriage, fixing apparatus, and boring through rocks of unusual hardness, as *whin*, &c. For deeper bore-holes, *i.e.*, from 1,000 to 2,000 feet, it is difficult to give an approximate idea of the expense; but thousands of pounds are soon involved, and cases might be quoted of such operations in this country where the cost has been at the end no less than £9 and even £12 per foot!

A patent was taken out in 1844 by Beart, and a similar plan practised by Fauvelle in France, for hastening the work by employing a tube as the boring-rod. Down this tube a stream of water was made to flow, in sufficient volume to carry off and bring up, round the circumference of the bore-hole, the *débris* made by the cutting-tool. Holes of moderate depth, in easy ground, were put down by this means with unexampled rapidity.

A great advantage which boring possesses over the ordinary sinking of a shaft is that the operation can be carried on without the necessity of pumping out the water, and the more rapidly indeed the greater the influx of water. In order to combine this source of economy with the mode of gaining personal access to the coal, shafts of from 3 to 15 feet diameter have in Westphalia

been sunk by gigantic boring apparatus ; successfully, so far as related to the total cost, and forming a process applicable with great advantage if only a suitable lining or tubbing can be inserted, and a water-tight junction effected below the points of influx of water.

The shafts by which all collieries are opened and worked, except the few which in hilly districts have the advantage of free drainage, are generally circular in England, though many elliptical and a few rectangular ones may be seen in South Wales, and the latter form is common on the Continent. In Belgium a polygon of 10, 12, or even 16 sides is a frequent form, and is adopted, like our circular ones, for the better resistance, by aid of the special kind of lining employed, to the pressure exerted upon it from the rock around.

A very few only can now be seen of the little old pits, like draw-wells, of $4\frac{1}{2}$ feet in diameter ; and whilst for ordinary purposes they are now commonly 8 or 10 feet diameter in the clear, they attain, when intended for an important upcast, or for a large get of coal, to as much as 16 feet diameter.*

The actual sinking, when in ordinary coal-measures, is effected by the heavy pick, called a *hack*, by hammers and wedges, and by blasting with powder ; whilst the broken ground is raised to the surface at first by a common windlass or jack-roll ; then, as the work gets deeper, by a *gin* or horse-whim, and afterwards by a steam-engine, often a temporary one only, to be replaced, when the pit is down, by the regular winding-engine.

But when the measures are covered by other and

* Elliptical pits have been sunk in South Wales and at Chatelinaux, in Belgium, as much as 18 and 20 feet in length.

more absorbent strata, saturated with water, the *winning* of a colliery becomes a most serious undertaking, tasking the energies of the best men, and sometimes collapsing after a ruinous outlay.

Examples of these difficulties are afforded by surface beds of sand and gravel, by the well-known red sand under the magnesian limestone, through which so many of the North-country pits have been sunk, and by the *terrains morts* encountered by the colliers of Mons and Valenciennes.

As long as the coal seams are accessible at small depths, managers are liberal in the use of shafts; indeed there are districts where the great number of old shallow pits are a positive nuisance to the modern workers. But as expenses increase with depth, it becomes an object to work a larger area from one establishment of pits, and for this purpose it is worth while to improve ventilation and the underground carriage, so that shafts at frequent intervals shall not be needed. Even when flying along in a railway train you may remark the difference; how in parts of Staffordshire you will see the ground riddled with crowds of pits, whilst in Durham and Northumberland a single "plant" of pits and engines will work the ground for a mile or two on each side.

The cost in extreme cases being some £60,000 for a pit of near upon 300 fathoms in depth, and being stated once or twice to have amounted to near £100,000, there is a great temptation to make this *one* suffice; and by means of *brattices* or divisions (of wood, or brick, or stone), wonderfully good mining has been done in the Northern coalfield with a single shaft. But since the sad catastrophe at Hartley, which resulted from a

concatenation of omissions and misfortunes, an Act of Parliament requires that where there is no second outlet another shaft shall within a limited period be sunk. Many of the larger works, however, are able to apply a special shaft to the ventilation as an upcast, whilst at others coal will be drawn, and at one of them the pumps worked.

When the measures through which the pit is sunk consist of stony rock, they are often allowed to stand open, but when shales preponderate, and in all cases where much traffic is carried on, the pit would become a dangerous thoroughfare, and has to be walled with brick or stone, to which in some cases, as against the influx of water, wood or cast iron may be preferred.

In fragile ground the commencement is to secure the shaft by temporary timber. Curbs or *cribs*, rings formed of segments of wood, are prepared, to fit the dimensions of the shaft; and, having their joints in the direction of the radii of the circle, will when 4, 5, or 6 inches square, resist a heavy pressure from the sides. They are supported at intervals generally of about 3 feet, by a few upright props, and are, as it were, hung together by thin planks, termed *stringing deals*, which are nailed against them, whilst the whole structure may be temporarily suspended, if need be, by attaching it to a couple of stout balks laid across the top of the shaft. Behind the cribs a *backing* is formed by driving down planks of some 6 feet long, close together in bad ground, or at small intervals in favourable rock. When a firm foundation of stone or bind has been reached, a bed is prepared with hacks or chisels to receive a broader curb of either wood or cast iron, and on this a wall of brick-work is built up to the surface, or

above it when tip-room is required. The pit is then recommenced, of smaller diameter at first, afterwards

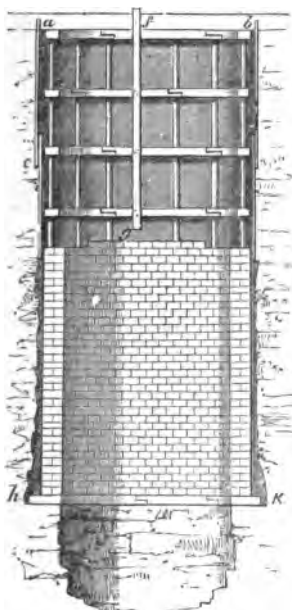


Fig. 12.

Scale, 1 inch to 10 feet.

a b, c d. Curbs of the timbering.

a c, b d. Punch props.

a e. Backing planks, shown in section, but otherwise omitted for clearness.

f g. Stringing deal.

h k. Curb for the walling.

opened to its former dimensions, and at a suitable place a fresh length of walling is begun, and carried upwards till by careful adjustment it is made to coincide with the upper length and to join up to its curb. In some few cases, where soft material has to be passed through, the walling has been built at the surface, held together with tie-rods or clamping bars, and gradually sunk downwards by cautiously removing the ground from beneath the curbs upon which it is constructed. But where actual quicksand occupies the surface, various other contrivances have to be employed. The method of *piling* is to drive down iron-shod 3-inch battens of 12 or 14 feet

in length, supported by curbs, and forming a circle as much larger than the ultimate size of the shaft as to leave room for successive inner circles of piles down to the depth at which solid ground is expected to be found. The sand is of course excavated in proportion as it is practicable to drive down the piles; and at length, when a firm foundation is reached, a broad

curb is laid, and the walling built up in the midst, whilst the space around it is carefully filled up and packed closely.

To obviate the expense and delays of this system iron cylinders have been in some cases sunk by pressure; but this again, from the difficulty of keeping them vertical, and (if they be intended as the permanent lining of the shaft) from the obstacles to making a water-tight joint with the solid ground at the bottom, is a very troublesome process. In order to accomplish the latter object, M. Triger, in the year 1845, introduced in France the ingenious idea of keeping out the water by forcing down compressed air. He formed, by means of a flooring in the tube, a lower air-tight compartment, in which he found it feasible to work under a pressure of as much as $3\frac{1}{2}$ atmospheres, obtained by air-pumps driven by a steam engine, and by this means succeeded in establishing his water-tight joint at depths of 60 and even 82 feet. For the more convenient working of this method a second chamber was formed above his lower working one, which had a trap-door communicating with the shaft above, and another opening into the chamber below; and one of these doors being always closed whilst the other was opened, the excavated material could be drawn up without any serious loss of the compressed air. A stand-pipe, passing from the surface down into the bottom of the working, afforded a ready means for the water to rise in a constant stream. Triger's method has been applied with success in several shafts in the valley of the Loire, and more recently at some difficult sinkings in Belgium and Westphalia.

One of the most important benefits conferred on

coal mining has been the introduction of *tubbing* of shafts (*cuvelage*, Fr.) largely practised in the North of England, and on a somewhat different method in Belgium, Northern France, and Westphalia. Whenever large springs or feeders of water occur in the sinking of the pit, and a series of water-tight measures intervenes between the watery beds above and the seam of coal beneath, it is possible by this means to keep out the whole or nearly all of the water, and thus to relieve the mine of a constant and sometimes ruinous water-charge.

Towards the close of the last century several of the shafts near Newcastle were thus fitted with *plank-tubbing*. At a small distance below the watery strata, a *bed* was carefully cut and dressed to receive a wedging-curb of oak, between the segments of which thin deals were placed edge-ways; the joints were then wedged with wedges of seasoned fir introduced by means of a flat chisel, and the space between the curb and the stone at the back was similarly driven full of wedges. Lighter rings of wood, the *spiking curbs*, were then placed at intervals of 18 inches to 3 feet, according to the pressure, and to these were fixed by iron spikes planks of $2\frac{1}{2}$ or 3 inches thick, bevelled to suit the sweep of the shaft, and the whole structure was thus carried up to a point above the watery strata, and there capped by another well-wedged curb. Thus the water was prevented from entering the pit, and a pressure of as much as 100 lbs. to the square inch could be resisted.

The corrosion of the spikes, and the consequent serious leakages, have caused the abandonment of this first method.

Soon afterwards the solid *wood tubbing* was tried,

which is now largely practised in the polygonal pits of the Belgian and French collieries. A wedging curb, *trousse picotée*, is, as before, placed on a carefully smoothed bed, and sometimes superposed on a narrower one called the *trousse colletée*; thin slit deals are placed between all the joints, moss or oakum is packed in at the back, and by wedging, as long as a chisel can be made to enter, all the joints are made tight, and the space at the back crammed full with thousands of wedges—at first of a broad flat shape, and afterwards narrow pointed ones. The tubbing itself consists of blocks of good oak or elm, with the joints well planed to fit, and lined with sheeting deal for farther wedging. In the polygonal pits the vertical joints are made to coincide, the horizontal ones are irregular. As before described, the length of tubbing is carried up past the watery ground, and capped by another wedging curb, or joined to an upper length of similar work. A tubbing of this kind has the advantage of resisting the action of corrosive water, and when well executed, withstands a pressure of two or three hundred pounds to the inch. At Carling, in the Department* of the Moselle, a pit has lately been sunk by M. Pougnet, to work seams at 230 and 280 metres depth, and it has been tubbed in the manner above described, for a length of no less than 160 metres, or 524 English feet.

The forcing down of cast iron cylinders has in many cases been successful; but when the diameter is large, and the tubbing needed at some depth in the shaft, they have been cast in segments, having flanges towards the inside of the pit by which they were bolted together. This variety has now become almost obsolete since the introduction of the modern method, but is nevertheless

* This is within the district recently ceded to Prussia.

capable of doing good service, especially in going down through alluvial matter at the surface. My friend, Mr. Fletcher, F.R.S., has lately by this means carried a shaft successfully through sixty feet of coarse gravel and boulders, full of water, in the valley of the Derwent, between Workington and Cockermouth. This shaft is 12 feet diameter in the clear; the lower ring of 18 inches high was sharp-edged below, and above this only the vertical joints were bolted, the horizontal ones left free to a little play. The exterior of this tubbing is of course flush, to facilitate its passage downwards, and the joints lined with sheeting deal to make them tight.

The great facility of dealing with cast iron, or *metal* in any desired pattern, has led to the special advancement of this variety of tubbing in England. The commencement is very similar to what has already been described. One, two, or three wedging curbs, according to the pressure expected, in segments of cast iron, are laid and wedged with the greatest care, since perfect tightness here is of the utmost importance. Upon the upper one the plates or segments of tubbing are built up, sheathing of pitch pine, $\frac{3}{8}$ or $\frac{1}{2}$ inch thick, being inserted between *all* the contact surfaces, and the vertical joints broken, as in stone work. The plates are from $\frac{3}{4}$ to $1\frac{1}{2}$ inches thick, and between 3 feet and 12 inches in height, according to the amount of pressure to which they will be exposed. They are smooth towards the inside of the shaft, but strengthened on the outside by flanges and cross-ribs, supported by brackets. Before being placed, they should be tested for soundness by being smartly struck all over with a moderately heavy hammer. Every segment has a

hole in the middle, through which the water may escape until the whole structure is prepared. The vertical joints are meantime wedged, but the horizontal ones, for fear of lifting the plates, wait until a sufficient height of segments has been built up, and is surmounted by another wedging curb. Then, beginning at the

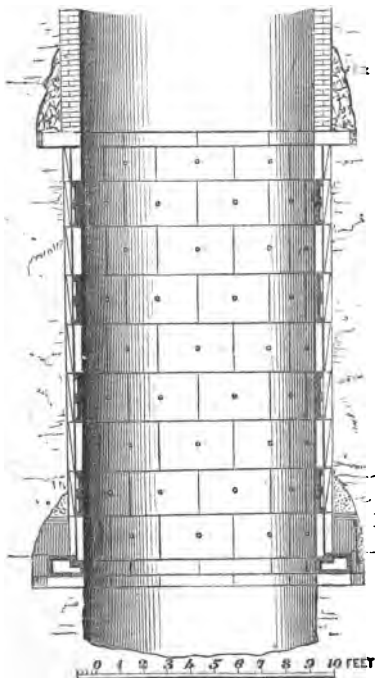


Fig. 13. Cast-iron tubbing resting on two wedging curbs, the upper one hollow cast iron, the lower one of wood.

bottom, oaken plugs are driven into the centre holes as the water rises behind the plates, and the wedging of the joints is completed. The air or gas must be allowed to escape freely above the water, and caution

therefore is exercised in not plugging too rapidly. Should any aeriform fluid thus be imprisoned it will be apt to burst a plate or blow out the sheathing; and

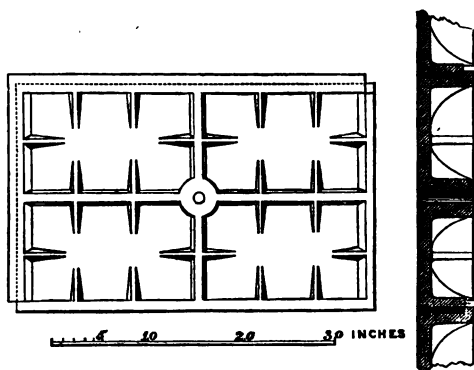


Fig. 14. Cast-iron tubing plate, elevation and cross section.

in order to relieve the pressure, a pipe is sometimes fixed from the upper ring of plates to the next length of tubing above, and again from that to a higher part of the pit.

One of the most remarkable instances of tubing is that of the Shireoaks Colliery, recently opened by the late Duke of Newcastle. The pits are 515 yards deep to the "top hard" seam, 12 feet diameter, and the tubing in 11 lengths, extends for a total depth of 170 yards, and weighs about 600 tons in each pit. My friend, Mr. C. Tylden Wright, under whose supervision it was completed, informs me that the pressure at the bottom was about 196 lbs. per square inch, and that the cost of the lower and stronger part was as follows, per yard:—

	£	s.
126 cwt. of cast iron at 7s.	44	2
Fixing ditto	3	0
Wedging, about	3	0
Laying rings (about 10 yards apart)	10	0
	£60	2

In order to give a vent to air and gas, taps and pipes are applied, communicating from behind the tubbing to the surface, through which a large volume of water is now discharged; and by the final completion of the work in 1858, heavy feeders of water, which during the sinking yielded as much as 500 gallons or $2\frac{1}{4}$ tons of water per minute in the two pits, have been thoroughly excluded.

Cast iron is so subject to destruction by the corroding action of the water, and of the smoke and gases from the ventilating furnaces, that many schemes have been tried for its preservation; a close lining of brick answers well, but makes it difficult to get at and wedge up a leak or replace a faulty plate; a coating of paint or tar, and a lining with wood (3-inch brick-work at Shireoak) are more or less efficacious.

M. Chaudron, a Belgian, has succeeded in tubbing pits by a method which promises to have the advantage of great economy. The shaft is *bored* by Kind's apparatus, and the cast-iron tubbing lowered as the boring advances. The bottom ring of the tubbing has a sliding case, in which is placed a quantity of moss or oakum, which when the whole length of the tubbing comes to rest on the water-tight bed cut for it by the borer (under water) gets so packed as to form a tight joint. The water is then pumped out, and the pit is ready for wedging and completion. At the colliery of Péronnes, where the watery strata extended from 141 to 344 feet deep, the pit was tubbed at one-fourth the usual cost.*

In Westphalia much attention has been given to tubbing with stone set in hydraulic cement, but although applicable in some cases, this method is comparatively

* A full account of new examples of the successful application of this method was given by the author, in the Trans. North. Inst. 1871.

clumsy when a heavy pressure has to be met, and the cement is liable to destruction in furnace shafts. The first outlay for a substantial tubbing, whatever be the material, is no doubt very serious, but the great advantages to be gained when it can be suitably applied are such as to make it desirable to extend the practice more generally. It is not only a benefit to the mine in relieving it of a heavy and constant charge, and of the interruptions and accidents inseparable from the use of large pumping apparatus, but it is an advantage to all the dwellers round, and may thus interest the general public, as retaining the waters in their natural channels, and thus obviating that destruction of springs, which is often charged upon the miner as a heinous offence by other members of the community.

CHAPTER XI.

DRIVING OF LEVELS AND CUTTING THE COAL.

THE preparatory work of a colliery is far from being completed when the shaft has reached the bottom of the seam. It would be ruin, especially in deep workings, to attempt at once to extract coal in any quantity, for the weakening of the ground by its removal would not only tend to bring in or destroy the pit, but would crush the roads which should remain open as thoroughfares for the working of the distant parts of the "royalty" or field of operations.

In the first place, then, a large mass of coal should be left unwrought around the pit as a *shaft-pillar*,

having only the narrow drifts cut through it, which are to be employed as roads and as channels for air and water. Next, the levels or drifts for these purposes are to be driven out in the directions required by the lie or position of the strata. Where the beds have a definite dip in one direction, the working pits are usually placed as far towards the deep as it is convenient to go, so that, underground, the coal may be brought down hill to the pit-bottom. But as the workings advance, it may after a time be convenient, instead of sinking fresh pits farther to the deep, to sink the existing pits deeper, and drive out cross-cuts, or to work down-hill and bring the coal upwards by engine power.

The annexed figure represents in section the valuable upper seams of the Flintshire coalfield, where they dip

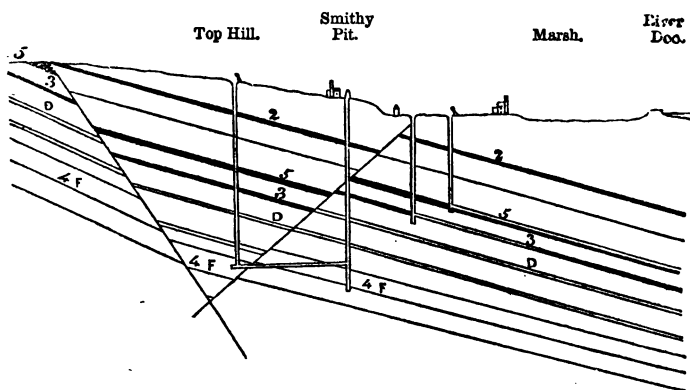


Fig. 15. Section of coal seams at Bagillt—160 yards to the inch.
2, 5, and 3 are the two, five, and three-yard coals respectively.
D and 4 F are the Durbog and four-foot seams.

beneath the estuary of the Dee. The pits at Top Hill have cross-cuts driven through the measures; the pits

nearer to the marshes have down-nill drifts carried in the inclination of the seams.

Should the strata lie in a *trough*, the pits may advantageously be placed in its middle line, so as to command the coal on both sides.

In those few districts where coal still remains to be got by "free drainage," the workings will be started much the same as from the pit-bottom, the levels being driven at once into the hill-side; but the arrangement is usually a defective one for quantity, as not allowing so readily of extension in each direction.

One of the most serious questions to be solved by the coal-viewer in the very outset is the system by which he means to work his mineral; and in order to form a judgment upon this head, it is important that he should not only be acquainted with the various modes in use elsewhere, but should have acquired a knowledge of the peculiarities of the seams in his own district. The first step must be nearly the same in all cases, although it may be so much the simpler as the colliery is shallower, smaller, and not required to stand open for so many years. This step is the opening forward of the levels, drifts, or way-gates, which are the pioneers of the excavations, and must precede, at least to some extent, the removal of coal on any large scale. They are, in fact, generally characterised as narrow, or *dead* work, in contradistinction to the wider working places which follow, and which alone are expected to be remunerative.

Is the proprietary well provided with capital, the extent of area not very great, and the ground firm, the levels may be driven to the boundary of the royalty, and the coal worked back towards the shaft, leaving

the dangerous spaces from which the coal is extracted (the *waste* or *goaf*) behind, entirely done with. But if the opposite conditions hold good, coal must be got as soon as the levels have advanced sufficiently far beyond the shaft-pillar.

If the water is to be mechanically raised from the workings, the pit will have to be sunk to some little depth beneath the seam, for a *sump*, in which the drainage may collect; and it is well, in addition, to open out, on the deep of the intended roads, sufficient excavation to serve as a pound, or *standage*, for water, where it may accumulate for a few days in case of breakage of machinery.

A level cannot be driven singly, unless divided into two parts for the in-going and out-coming currents of air; and hence it is usual to prefer to drive two parallel ways, with a rib of from 6 to 10 yards thickness between them, cut through at intervals as required for the ventilation. The lower of these is the drain, or water-gate; the upper, the main road, rolley-way, or way-gate; whilst in extensive collieries a third is usually added, for more efficient ventilating arrangements.

In coal seams of moderate thickness, these leading drifts will be carried between the floor and roof of the seam, and of such a width as is most consistent with their security, commonly from 5 to 10 feet. If the seam be thicker than 6 or 8 feet, it is usual to leave a part of it overhead as roof; if, on the other hand, it be too low for convenience as a horse-road, either some of the roof must be ripped down, or a sufficient depth dug up from the thill or floor. Few of the roads, however, comparatively speaking, will stand long exposed to the pressure from all sides, and to the

oxidising action of the air, without being artificially secured. The most usual method of effecting this important end is with timber placed in sets of three, at intervals of 3 or 4 feet. Two of them, commonly larch poles, or sometimes oak, 4 to 8 or 10 inches thick, are placed as uprights, legs, or stanchions against the sides,

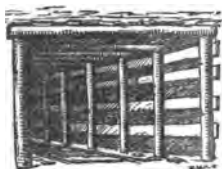


Fig. 16.

and the third laid crosswise upon the heads of the others as a cap or head-piece. When the roof is apt to crack off, it is additionally protected by planks laid upon the cap-pieces from one set to the other. Or better still, and in some cases absolutely necessary,

is the arching of the main roads with brick or stone, now and then—when the floor is very soft—resting on an invert flat arch below. Especially near the pit bottom, where more room than usual is wanted for two trains of waggons, and wherever a pass-by is required, it is needful either to construct a good wide arching, or to have the wooden caps so long, that they should receive the support of an additional prop in the middle.

It is obvious, although sometimes neglected, that in order to obtain the full advantage from the timber, the direction of the main pressure should be duly considered, and that no unnecessary cuts should be made in the pieces which may weaken their full resistance; also that the caps should be so fitted as not to act like wedges in splitting the uprights as soon as the weight presses; and again, that in inclined seams, the props should be placed at right angles to the floor and roof, so as to prevent their being forced out of position by the weight from above.

Instances might be cited where, as soon as the main roads have to be maintained near extensive workings, it is found to be the better course to remove all the coal, and to trust to pack-walls, built up of *débris* to sustain the roof, rather than to leave a rib of coal.

Although commonly called *levels*, and carried theoretically in a horizontal line, at right angles to the main dip of the bed, these drifts cannot be carried perfectly level, or the water would not flow back towards the mouth or the pit-bottom. Add to which a certain moderate amount of inclination is needed in order to facilitate the bringing out of the loaded trains or waggons. A rise of 1 in 130 appears to give the *maximum* of effect to horse-power in drawing the full waggons down, and the empty ones back, but 1 in 200 is often adopted, especially where it is an object to gain the greatest possible area of coal from a given winning. In certain districts, as in Dean Forest, a colliery may be limited on the deep side, by a level to be driven from a certain point, in which case the utmost endeavour will be applied to drive it as nearly horizontal as practicable. The men occupied in driving will often be found to swerve upwards with the floor of their drift, and constant attention is therefore needed to keep it in its true direction; and when intended for a traffic road, to make it as straight and regular as possible. In former days all the little rolls and inequalities of the beds were closely followed; but at present, when the cheap conveyance of large quantities is a more prominent object, they are, when it is feasible neglected, and the levels cut boldly through coal or stone, as the case may be. When *troubles* or dislocations occur, their magnitude must determine

how far this regularity may be carried out, or whether the level will have to be swerved from its direction in order to catch, at the nearest distance, the coal on the farther side of the line of fault.

In certain modes of working, the removal of the coal will begin at once from the rise side of these main levels, but in others, upper pairs of levels will be driven parallel to the first, and connected with them by rise drifts, or cross-headings at certain intervals. In other modes again, the chief working places will be started from pairs of up-hill drifts (*bord-gates*) carried up the rise of seam.

The expense of this narrow work is to a great extent got rid of, when, as in certain varieties of *long-work*, to be presently described, the levels themselves can be included in a broad face of excavation, which is simply pushed forward in advance of the remainder of the colliery.

We may here glance at the cutting or hewing of the coal, which in the levels has to be effected by much the same means as in the larger workings, although the greater amount of labour which in the former must be expended on a given quantity of coal, and the smaller size into which it is cut and broken, renders it necessary in general to pay the men by so much per yard on their progress, instead of by the ton or tram.

The *pick* (pike, slitler, or mandril) is the special tool of the collier, much varied in different districts, even for cutting coal; and of different weight and strength in the same pit, according as it is intended for under-cutting (horizontally), for shearing, or cutting vertically, or for working in shale or stone. The handle (shaft, or hilt) is from 27 to 33 inches long, and the

double-pointed head from 18 to 20 inches ; sometimes straight or nearly so as in central England, and in some varieties of the Belgian *rivelaine*, frequently a little

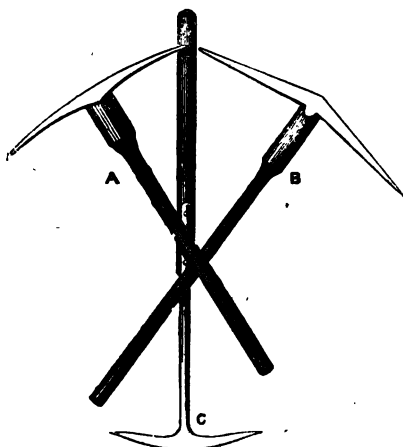


Fig. 17. Scale, $\frac{1}{2}$ -inch to 1 foot.
A. North Staffordshire holing pick.
B. Anchored pick, Durham.
C. Rivelaine, Belgium.

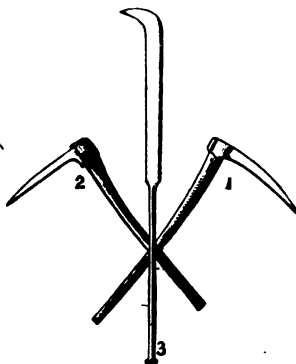


Fig. 17a. Scale $\frac{1}{2}$ inch to 1 foot.
1. Coal-pick, Landshipping, Pembroke
2. Do. Westphalia.
3. Do. (Haveresse) Liège.

curved, and sometimes in the North much “anchored: The points are steeled and sharpened four-square, with a very narrow cutting edge.*

In breaking down or getting the coal, the first operation is to *bench*, *kirve*, or *hole* it along the bottom of the seam, or in other words, to cut a groove to the depth of two or three feet either in the lowest part of the coal, or in the clay that underlies it. If the clay be tough and hard, it often follows that great waste is caused by holing in the coal, for as the groove advances in depth,

* Coal picks with single point are rarely to be seen in these islands, in Pembrokeshire they have been used for the anthracite ; but on the Continent they are common.

it must also be cut higher at its commencement, and the whole of the material is chipped so small as to be useless. Some coals are so strong as to require no support during this operation ; others, which are tender, or divided by frequent planes of cleat, backs, &c., require to be propped or *spragged*, especially when, in very deep holing, the hewer has to place himself almost beneath the seam which he is detaching. For thus holing at the bottom of the seam, the collier lies on his side, and in this apparently constrained attitude swings the pick almost horizontally, and delivers a number of smart and well-pointed blows before he proceeds to remove the *débris*. In certain seams there may be an



Fig. 18. Colliers holing Coleford high-delf seam, Forest of Dean.

advantage in holing in the middle, or even at the top, according as partings of soft shale or friable coal may occur ; and in one and the same colliery you may sometimes see two or three methods of holing in practice.

When the coal to be cut away is a short block, as in the driving of levels, it will generally need *shearing* or vertical cutting to free it at the sides, and even in wider workings this operation is sometimes required; then at length the final breaking down or "falling" of the seam thus partially freed is completed by applying taper wedges at some few feet apart, and driving them with heavy hammers; or in the case of a more resisting material, by blasting with gunpowder. The operation of boring a hole and firing the shot for this latter purpose is very rapid and easy as compared with the blasting in hard ground. A *drill*, with broad and sharp bit, is quickly driven forward by hand in the soft and brittle coal; the hole is usually dry; plenty of safe tamping is at hand; risk there is none in using an iron needle (except of course in stone); and danger is only to be apprehended where fire-damp is apt to be present, and where the anomaly exists of using safety lamps and yet firing charges of powder.

This state of things has in fact caused frequent accidents, which can only be guarded against either by allowing the practice under the careful supervision of officers, or by forbidding it and giving the men a so much better price for their work as will be needed to make up for the smaller amount they can get by wedging as compared with blasting.*

Some seams there are which will not bear this systematic mode of work, where the coal will not stand

* It is probable that much manual labour will be spared by the introduction of *coal-cutters*, worked by steam, compressed air, or water. Several ingenious machines have already been put to practical work, among which we may cite those of Messrs. Firth and Donnisthorpe, of Messrs. Levick, and the hydraulic slotting machine of Carrett, Marshall, and Co.; but it would be premature to express an opinion on their general applicability.

to be holed, and must be picked down in irregular pieces. In collieries in the South of France I have seen this operate as a drawback to cheap "getting" and to obtaining a due proportion of large coal. But a magnificent example to the contrary is the pure "spiry" four-foot seam of Aberdare, where, at Mr. Nixon's Navigation Pit, a pick seems to be hardly needed; one smith suffices to sharpen for 300 men, and the coal in the face comes down so readily that a man has only to show it the point of a bar, and in a few minutes has spread before him masses enough to fill a tram!

CHAPTER XII.

POST-AND-STALL, AND LONG WORK.

Is the general form in which the colliery is to be laid out determined on, the position of the shafts, main levels, and direction of the working faces settled by local conditions, we have next to solve the question of the best mode of the working away (*exploitation*) of the coal.

The most simple and natural method would appear to be, to open ranges of working-places, each as wide as the nature of the floor and roof will admit of with safety, and each divided from its neighbour by masses of coal broad enough to sustain the pressure from above. This is in fact the rudimentary idea of the system of *post-and-stall*, or *bord-and-pillar*, (*stoop-and-room* of Scotland). In fullest opposition to this method is that of removing the whole breadth of coal over a long

continuous face, supporting the roof at the immediate "face" by temporary props, and allowing the superincumbent strata to break down bodily at a few feet distance behind the workmen—*long-wall* or *long-work*. Other modifications there are, which partake more or less of the character of one or other of the above two systems, and which are in vogue in special districts.

The post-and-stall work is most largely practised in the Northern collieries; but in one form or another is met with in most coal districts, and is sometimes called for by particular conditions, such as thickness of seam, tenderness of coal, or position of workings beneath sea, rivers, or other surface which must not be disturbed.

In the earlier stages of coal mining, it is apt to be the case that the working-spaces (*stalls* or *bords*) driven across the grain or *cleat* of the coal are made as wide as possible, and that the pillars between them are left as thin as is required for immediate security. Thus, towards the outcrop of the Durham coalfields extensive areas have in former days been worked where the bords were from 3 to 5 yards in width, and the pillars between them 1 to 3 or 4 yards. As the bords advanced it was necessary to communicate between them for ventilation, and cross-drifts, called *headways*, were carried about 2 yards wide, *in the direction of* the cleat, or *on the ends*, and at 28 or 30 yards apart. Where the pillars were only 3 or 4 feet thick, it is obvious that they would soon be so crushed as to be utterly useless, and thus a third or a fourth part of the coal would at once be wasted by this means alone. When the pillars came to be laid out of 4, 8, or 12 yards *to the wall*, or in breadth, and it was

found towards the end of last century, that they might be *robbed*, or have a great deal of coal taken from them after the first opening of the bords, it became a matter of moment to adopt the proportions which would be most favourable to the full utilisation of the seam. Two great evils have to be avoided, evils on so large a scale that tens of thousands of acres have been rendered useless to the community by the neglect of proper dimensions. One of these is the *thrust*, which when pillars are too slight, and when the floor is hard, cracks the pillars, forces off large slabs of coal, and at last crushes the whole into slack. The second is the *creep*, a disorder more uncertain and insidious in its approach, and which in spite of all attempted remedies, will sometimes destroy a valuable colliery. It arises when the thill or underclay is soft, and the proportion of pillars to bords such that after a time a downward movement takes place; the pillars then force the clay to rise upward in the bords, the road-ways are injured and have to be constantly repaired, the air-ways are partially choked, and the pillars crack. The mischief has perhaps taken its rise only at some unusually weak place, against a *trouble*; but as it spreads from bord to bord, and infects an entire district, the floor bursts asunder, the roof, unequally supported, breaks down, the workings are closely filled with rubbish, and there remain the isolated *crept pillars*, only accessible by fresh and dangerous workings, and generally so crushed as to be nearly worthless.

The experience of the Newcastle miners has led them, especially in their deeper pits, to increase more and more the dimensions of their pillars, employing them no longer as mere supports, but taking out in the preliminary stage of working in the *whole coal*, only

from $\frac{1}{4}$ th to $\frac{3}{4}$ th of the coal, and leaving the pillars for subsequent entire removal, when operations are commenced *in the broken*. Hence, in the deep collieries the pillars are left of 24 or 30 yards long, by 16, 18, or 24 yards wide, and even 30 yards by 40.

In the earlier days of pillar working it was usual to open out in bords and headways drifts extensive areas, amounting often to many hundreds of acres, and to begin the thinning or removal of the pillars

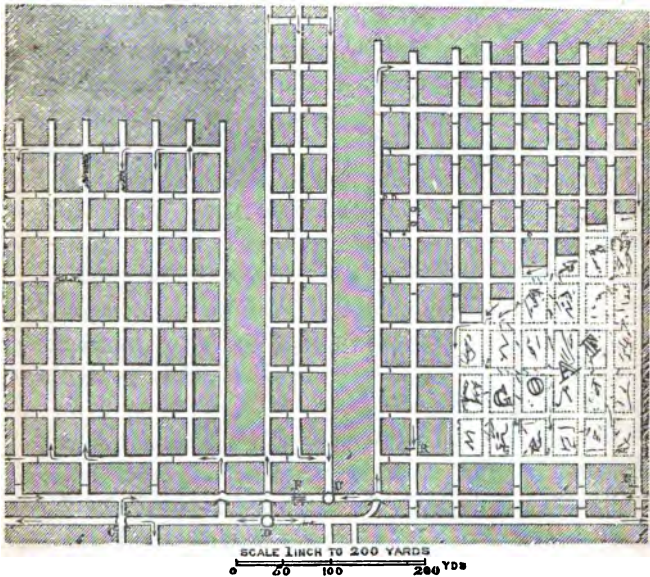


Fig. 19. Post-and-stall work.

- | | |
|-----------------------------|-------------------------------|
| D. Downcast shaft. | R. Regulator for ventilation. |
| U. Upcast shaft. | C. Crossings for ditto. |
| F. Furnace for ventilation. | D D. Doors for ditto. |

The arrows indicate the direction of the air currents.

only after they had stood for a long time. Sundry disadvantages arise from this course—the deterioration

of the exposed surfaces, the difficulty of ventilation, and the tendency of creep or of the results of explosion to spread through the entire colliery. Mr. Buddle introduced a great improvement when he laid out the workings in *panels* or compartments of moderate acreage, divided from one another by ribs of coal 40, 50, or 60 yards wide; and when he followed up this division of the colliery by making pillar working follow very closely after the opening of the bords in the whole coal.

This arrangement is shown in the plan Fig. 19, where the unwrought coal is left black, and the *goaf* or portion from which the pillars have been removed, and into which the roof has fallen, is lightly shaded.

The actual getting of the pillars is managed in various forms—by driving a bord through its midst, by taking off slices parallel to its longer face, or by paring it off in a succession of steps, each farther pillar being a grade more reduced in bulk. Some of these operations may thus be assimilated a good deal to the *long-wall* method; and need, for the due protection of the men, that the faces of work be protected by rows of props, or by pack-walls so placed as to regulate the fall of the roof.

The Lancashire post-and-stall system is somewhat different, partly in consequence of a generally steep inclination, and partly from the softness of the floor. The seams, like those of the Tyne and Wear, are generally between 3 and 6 feet in thickness; but the working places cannot be carried so wide as in the former district. The working drifts, or *bays*, like the above mentioned bords, having to be directed at right angles to the cleat or divisional planes, it happens that with the varving undulations of the coal-measures,

the direction of cleat remaining constant, they may have to be arranged very differently in starting from the main roads or water-level drifts. Thus if the level course happen to be parallel with the cleat, the bays will be opened up the rise, and again joined with one another by drifts carried on the end, generally ten yards apart. If the direction of the level course be at right angles to the cleat, it will be thus also that the bays must be opened, and they will be connected with the main roads by pairs of drifts (up-brows) carried up the rise of the seam; or sometimes if working to the dip of the main road, by down-brows, whence the coal has to be pulled up by engine power.

The pillars are thus left ten yards on the rise, by 20, 30, or 40 yards the other way, and are intended to be *robbed* as soon as a sufficient tract has been opened. This last operation, as in the Northern fields, in contact with the *goaf*, and exposed not only to the successive falls of the roof but to the invasion of fire-damp loosed from the disturbed measures, needs every caution in its practice, and makes it often necessary to admit safety-lamps alone, whilst the other parts of the same colliery may be securely worked with candles.

There are still many coal-mines in which the stalls or *wickets* and the cross-headings or *thirls* are driven as wide as they will stand, say 5 yards, and pillars of only 2, 3, or 4 yards square are left; or where again, the stalls are driven of this full width, and long pillars of a few feet thick left standing between them. In either case a considerable waste of coal must occur, and the irregular openings left as *goaf* are fraught with danger when fire-damp is present. The method most usual in South Wales is of this latter kind; cross-

headings are driven out from the main level at such an angle of obliquity as to be convenient for horse-roads, whilst from the latter the working stalls are opened, narrow at the entrance (to protect the roads), and wider inside. The pillars between them are left so narrow that they are sure to be much crushed; and though some portions of them may be robbed, a large amount is wasted. The ventilation becomes irregular and difficult, and many accidents arise.

A last variety remains to be mentioned, viz., the "square work," employed for the getting of the magnificent seam, varying from 25 to 36 feet thick, called the Dudley Thick or 10-yard coal. The shafts are sunk to the bottom of the seam, and a main way, the *gate-road*, is carried forward in its lower coals, ventilated by means of a separate *air-head* or drift of very small dimensions opened in the coal also, at a few feet on one side of, or above the *gate-road*.

From this latter the main workings, called *sides of work*, are opened in the form of a square or parallelo-

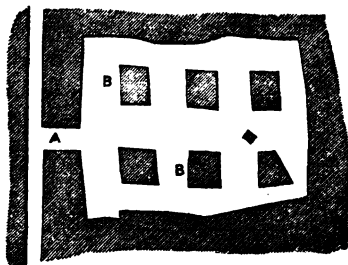


Fig. 20. Square work, South Staffordshire. Scale, 2 chains to the inch.
A, bolt-hole; B B, pillars.

gram, 50 yards in the side, or more, and shut off by a rib of coal 7 or 8 yards thick, at the least, from all

other workings, except at the entrance, a narrow *bolt-hole*. Driving out in the lower coals, and gradually rising to the higher ones, the colliers open stalls of 5 to 8 or 10 yards wide, forward and across, so as to leave square pillars, generally 9 or 10 yards in the side, and whenever the unsoundness of coal or roof appears to require it, sparing additional supports of coal in *men-of-war* 3 or 4 yards square.

The men get at the upper divisions of the seam by standing on the slack and coal already cut, or on light scaffolding. No ordinary timbering can be used to support so high a roof, nor can the eye in these vast and murky chambers easily detect where special danger threatens overhead; but the sense of hearing comes valuably into play, and a sharp ear often catches the preliminary cracking which indicates the approach of a fall. Nevertheless, the work is the most dangerous in which the collier can be engaged; and no mode of getting this coal with a less serious destruction of life by "falls" has been devised, except that of working it in two "lifts," by the long-wall method, which, in despite of much opposition, appears, at a few works, to have stood successfully the result of many years' practice.

The pillars in the "square work" are often in conclusion thinned to a smaller size, and when at length the roof begins to break in, the side of work is abandoned, a dam put into the bolt-hole, and thus the air is excluded from the heaps of waste small coal, and the crush prevented by the ribs from extending to other parts of the pit.

It scarcely needs to be added, that although after this first working, operations may be set on foot for

getting *ribs* and *pillars*, much of the coal is so crushed or “frenzied” as to be of little use. The waste of some thousands of tons of coal per acre, and the great sacrifice of human life in the process, lead one to contemplate with no pride or satisfaction our mid-English working of the finest seam of coal in Europe.*

Some of the coal seams of central France, although more broken up than the last, are much thicker, and have led to many varieties of working, in order to find out the safest and best. In the Department of the Saône et Loire, I learnt on a recent visit that every other mode has given place to the working by *remblais*, i.e., taking a horizontal slice of 2 metres in height across the seam, and filling up the space with stone and earth brought down from the surface. At Montceau, near Blanzay, I found the seam to be no less than 78 feet thick, inclined at about 20 degrees. The works are carried forward horizontally from floor to roof, 6 feet 6 inches high, alternating with “middlings” of coal of the same height; and within a few months of the working and stowage of one horizon, fresh openings are made in the range below, and the remblais or stowage is found to be so closely packed as to form a very good roof for driving under—assuming the use of plenty of timber. The *plan* of the working is in pillars of 10 metres wide, which are sliced off as in long-wall working.

The LONG-WALL method may be applied, either by

* The daily and hourly risk to which the men are subject in this district from falls of roof and coal alone may be inferred from the results of the inspector's inquiries.

Deaths from “falls” in South Staffordshire and East Worcestershire:—1856, 88; 1857, 81; 1858, 97; 1859, 92; 1860, 75; 1861, 78; 1862, 79; 1863, 55.

driving out roads in the solid coal to the extremities, and then working back, leaving nothing but *goaf* or *gob*

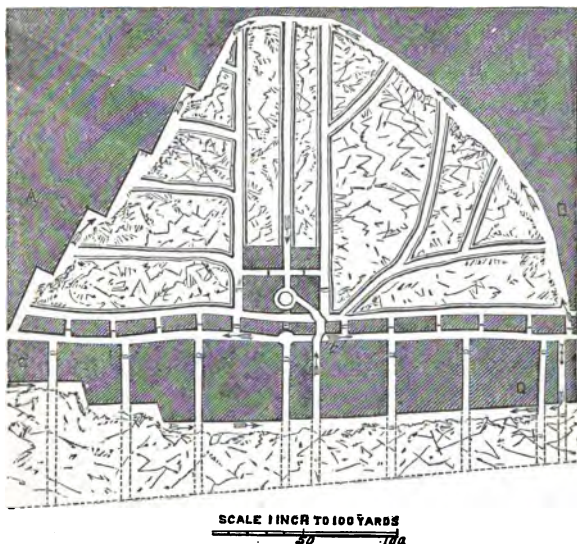


Fig. 21. Long-wall workings.

The portion A represents advancing *stalls*, or *tooth-work*, taking the face of the coal; the side B works in the *end* of the coal, whilst the part C D is carried in a straight line irrespective of the cleat. The double edge of the gob-roads represents the pack-walls.

behind, or, by commencing at once near the shaft, to work away the mineral, maintaining means of access to its fresh face by roads, artificially supported, through the waste. Beyond this, great differences occur, according as to whether the faces of work need to be straight, following the lines of cleat, or are divided into "*stalls*," or may be set off in several directions at once. The working faces are for the most part so arranged as to advance *against* the planes of cleat; but there are certain tender coals in which it will be found that *when the pit is deep*, they are upon this system

much broken up by the prèssure, and that a far better proportion of round coal will be obtained by working *on the end*, i.e., in the direction of such cleat. The most regularly laid out varieties of long-wall are those of Shropshire, Leicestershire, and Derbyshire; but others, more or less modified to suit local requirements, may be seen in Lancashire, Somersetshire, Dean Forest, South Wales, Scotland, Belgium, and Saxony.

Without exceeding the limits of a book like the present, it would be impossible to dwell upon the details of the various kinds of long-work, but the diagram, Fig. 21, may show some of the chief features of several plans of arrangement diverging from one pair of pits.

In some instances it will be seen that a great length of face may be opened in a single line, as much indeed as 100 to 400 yards; in others 30, 40, or 50 yards of straight face form a stall, and one such is followed up closely by another. In many instances again, the face forms on the large scale a curvilinear working, which may be adopted when the coal is not so divided by *cleat* or *backs* as to cut more freely one way than another.

Let us now turn our attention to the "face" or front of the working, which, as it is but a few feet or yards away from the waste, where the roof has "come down," requires to be carefully protected. The usual way is to plant a double row of props (sometimes three rows are needed) arranged alternately, and at right angles to the roof and floor. Each prop takes a good bearing on the roof, by carrying a piece of wood, the *lid* or *tymp*, 12 or 15 inches long, which first receives the prèssure, and is soon squeezed or broken. Cast iron has been occasionally employed for the purpose, but the props

are usually of larch, or, in low seams, of oak, and whilst with unsound roofs they have to be set thickly, in the common way they may be many feet apart. Where the heaviest roof-pressure is expected, *nogs* or *chocks* are employed instead of single props; these are pieces of timber $2\frac{1}{2}$ to 3 feet long, built up, two and two, cross-wise, thus giving a broad base and summit, and the advantage of being easily knocked asunder for removal. Suppose the coal now holed to a sufficient depth all along the face, the pressure of the overlying mass will tend to force it down, and in some cases actually saves the collier the labour of falling the coal by itself performing that office in the course of a few hours. Otherwise, by wedging, or blasting, the coal is brought down, then broken up and removed. And now,



Fig. 22. Cross section of long-wall face.

all slack, unsaleable coal and rubbish being thrown behind the men into the gob or waste, the back row of props is pulled out, and they are set up again in front of the fresh face of coal, when the whole operation starts for the succeeding day *de novo*. Meanwhile the removal of the coal from the face towards the shaft is a care of the first magnitude. If the roof be excellent, the coal strong, and the out-put important, iron rails

(to be moved from day to day) may be laid along the face, on which the trams or tubs will be cheaply conveyed. But when, as most frequently happens, this advantage cannot be had, the coal has to be dragged or *putted* in sledges along the uneven floor in front of the face to the nearest outlet, and it hence becomes necessary to have roads opening on the face at frequent intervals. If we are working back from the extremities, no more need be said than that the roads, as the work advances, are constantly being shortened, and that the expense of their maintenance is thus diminishing; but if we follow the usual method, the *gob-roads*, as they are called, are daily increased in length, and the charges of keeping them in order become a very heavy item. There is then one evil to be balanced against another; on the one hand the expense of numerous gob-roads, on the other the cost of *putting* the coal a great distance to get to the road. A working stall is for this reason commonly from 24 to 50 yards in breadth, so that the broken mineral need not be conveyed more than 12 to 25 yards to be placed on a good road. If the coal be a thin seam (and as little as 11 inches of coal is thus worked in the Radstock district) the roads must, for efficient conveyance, be cut higher, for which purpose either the floor or roof must have a foot or two taken off, whilst the material or *débris* so broken, will help, like "partings," "dirt-bands," and other rubbish from the seam, to fill up the waste or gob, and assist in letting the roof down gently. Such stone, and what breaks from the roof, is often built up in *packs*, or masses of dry rubble walling; and the roads which pass through the gob have thus to be protected by a pack wall of some feet thick on either side. Management

will do a great deal in regulating this apparently dangerous work, for each kind of roof needs to be studied, that it may be brought down in the safest manner. Some kinds will break short, so that you are insecure a single foot behind the back props—nay, in bad cases will smash props and everything up to the face of the coal; others will bend gently down to the refuse or gobbin, and press the whole firmly together; whilst certain rock roofs will hold up for a long distance unpropped, but are apt to break suddenly with a crash which will blow out all the lights far and near, and if there be fire-damp about, may force it dangerously into the roadways.

The gob-roads meanwhile stand the pressure variously; in some the floor rises, and has to be frequently repaired. To this end, men occupied in *roading* work during the night, whilst the pit is otherwise clear. Or the pack walls gradually squeeze down, and the roof requires to be hacked or shot away to give height, and, after a time, the road will be found to be almost entirely cut in the roof-stone. In certain districts it is attempted to protect the roads by leaving a thin rib of unworked coal on each side; but an unequal resistance is in this way offered, which generally entails a greater expense in the long run.

In some of the Welsh and Forest of Dean collieries an economical method is adopted for working by the long-wall, and forming their main-level roads by the same process. Instead of driving a pair of narrow levels as usual, a bold face of work, 20 to 50 yards in breadth, is pushed bodily forward, the requisite roads are *packed* on both sides, and additionally fortified, when needed, by timber, whilst the space behind them,

partly filled with refuse, forms a portion of the general waste or gob.

The great advantages of the "long-work" method are simplicity of plan (and consequently of ventilation) and the entire removal of all the coal; added to which, under most circumstances, are greater safety to the men, and a larger proportion of *round* coal in comparison to *small* or *slack*,—a matter which, considering the prices, is of vital importance in the selection of the mode of working. It has been mostly practised where the seams are thin, or where they contain a band of refuse; but neither condition is indispensable: for, on the one hand, coals of 6, 8, or 9 feet thick are at the present moment worked advantageously in this manner; and on the other, we have seen bind, or stone *débris*, carried from one seam to another, or even taken down from the surface to assist in the packing where it was needful. Nor is it necessary that the roof be good, although the expense will be very different according to its fragility; but if the operations be carried on with sufficient smartness to push the working-place daily under a fresh or "green" roof, it may be managed upon this system, even when composed of mere fire-clay with slippery joints. Only a few years have passed since the long-wall was much decried, except in a few localities; but its manifest economy is gradually introducing it elsewhere; and even in some of the deepest Durham collieries it is successfully applied to the working off of their gigantic pillars; whilst in a few of the pits near Dudley it has been employed for removing bodily first the upper and afterwards the lower half of the 10-yard coal, with greatly increased yield of coal and security to life.

In Yorkshire and in some of the North-Welsh collieries, methods have for a long time been practised which unite some of the characters of the pillar system with a certain amount of long-wall.

From the main levels, which are protected by sufficiently massive ribs of coal, bord-gates (generally in pairs) are driven up the rise of the seam in advance of the main workings, and between them *banks* are opened in the form of bords of 20, 30, or 40 yards wide, and, like the bord-gates, worked across the grain of the coal. The roof of course falls behind the men, so that the face has to be protected by a double row of props, and sometimes by leaving small pillars, which are mostly lost. If the ground is bad, pack-walls are also built here and there, to prevent the falls being too sudden; and by similar walls an air-way is carried along part of the side of the bank, so that the ventilating current shall pass along its upper end. But the roof here does not settle in the same uninterrupted manner as in the regular long-wall work; and the establishment of a number of separate goafs in proximity to, and generally below, the places where the colliers are working, renders outbursts of gas extremely dangerous, and has led to the fearful explosions of the Ardsley Oaks, Darley Main, Warren Vale, and Lund-hill collieries.

Indeed, so fraught with danger has been this plan of working—even where other requirements had been duly attended to—that some of the collieries of the Yorkshire district have been recently changed into long-wall workings, and apparently with very advantageous results. And under this head we must remember that, since the distribution and quantity of the ventilating

air will depend upon the arrangement of the workings, a very serious responsibility attaches to the selection of the method most suitable to the character of the strata and to the expected magnitude of a nascent colliery.

CHAPTER XIII.

CONVEYANCE UNDERGROUND.

WHEN, in the early periods of coal-mining, the works extended but a short distance from the shafts, and only small quantities of mineral were extracted, it used—as in many small works of the present day—to be conveyed by dragging in *sleds*, or sledges, along the somewhat slippery floor of the seam.

In some districts the ruder method of carrying in baskets was practised, as even now in Spain and South America, and this toilsome work ceased to be performed by women “bearers” in Scotland only in 1843. In other pits barrows were employed, the wheel running upon a plank called the barrow-way.

The sledges have to be still commonly used in *putting* the coal along the face of the workings to the better roads; but in all large pits the conveyance along the main ways has for a century past been conducted on constantly improving methods.

The Germans were ahead of us in the introduction of wooden rails underground; for in 1550—as described and figured by George Agricola, in his folio “*De re Metallica*”—we find a rectangular iron-bound waggon, with four small wheels beneath it, and a projecting

pin to run between the rails and thus guide the movement. It is still called the *hund*, or dog, and is in common use in parts of Prussia, Saxony, and Austria.

About 1630, "one Master Beaumont, a gentleman of great ingenuity and rare parts," went to the Newcastle district for the purpose of introducing various mechanical improvements, among which were wooden rails for the running of wheeled waggons; and although he failed as a speculator, these rails appear to have been a good deal applied within the following century, both in these collieries, those of Whitehaven, and in the lead mines of Alston Moor. They are described by M. Jars, in 1765, as in use, with flanged wheels, both in the pits and for conveyance to the shipping places.

Mr. John Curr, of Sheffield, in his "Coal Viewer and Engine-Builder's Practical Companion," 1797, states that twenty-one years before that time he had introduced at the Sheffield Colliery the use of railroads and corves. At that period, "till of late," the prevailing practice in the Newcastle collieries was to draw a single corf on a sled from the workings to the shaft; but lately the viewers have "introduced wooden rails, or waggon-ways, underground (Newcastle roads); and fixed a frame upon wheels, capable of receiving two or three of their basket corves, then drawn by one horse." But Curr laid cast-iron tram-plates $\frac{1}{2}$ inch thick, and employed waggons, or tubs, with 10-inch wheels, and carrying $5\frac{1}{2}$ cwts. of coal. A horse generally, he states, takes twelve of these "corves" at a draught, and for a moderate day's work conveys the quantity of 150 tons the distance of 220 yards.

The wooden rails and Curr's tram-plates, besides

performing useful service underground, were largely employed for the transit of coal at the surface, and it was thus that the miners of the North laid the foundation of the modern railway system, which in the last half century has been brought to its present perfection and world-wide usefulness chiefly by the agency of the same class of men. A railway was constructed in 1789, at Loughborough, by Mr. William Jessop, of Derbyshire, with cast-iron edge rails, intended for a flange on the waggon-wheel; and rails of wrought-iron were at length invented in 1820, by Mr. Birkenshaw, and were rolled at Bedlington, near Newcastle.

My esteemed friend, the late Mr. Nicholas Wood, after a long series of experiments made in conjunction with his associate Mr. George Stephenson, published in 1825 a practical work on "The Establishment and Economy of Railways;" and more recently, in 1855, prepared a most valuable treatise on the conveyance of coals underground in coal mines. To this excellent paper, published in the Transactions of the Northern Institute of Mining Engineers, and based on a vast number of examples and experiments, I must refer the reader for further details on this important subject.

The conditions under which the roadways of a mine are placed, their frequent sinuosity and unevenness, the confined space, and the tendency to disturbance both in the roof and floor, render it impossible to compete in economy with railways laid upon the surface. Moreover, certain requirements, in connection with the raising of the mineral in the shafts, have to be kept in view, and necessitate the use of particular kinds of waggon.

Until within a few years past the northern method was to fill the coals, at or near the face, into a large basket (*corve*) of wicker, having an iron bow, and to drag it on a small carriage, or *tram*, generally by a pony, to the crane-place on the main road, where it was lifted, and placed with several others, on a *rolley*, or larger waggon, on which they were then drawn by a horse to the pit bottom, whence they were raised to the surface, whilst the *rolley* returned with a load of empty *corves*.

In the central districts the principle remains even now much the same; instead of the *corve* a *skip*, having a strong bow of wrought-iron for raising it, is placed on a *trolley*, and loaded with coal, by having several broad iron rings placed loosely over it, within which the lumps are stacked up. It is then wheeled away to the shaft, where it is hooked on to the rope or chain by the bow.

In Somersetshire and in Belgium the method generally in use, until very lately, was to convey the coal in waggons to the shaft, where it was capsized into a great iron bucket, holding about a ton, called the *hudge* (*cuffat*, Belg.), which was then drawn up the shaft, and had to be again unloaded at the bank.

It is unnecessary to follow up the variations in these modes, which are applied to the conveyance of the mineral in different coalfields, but we may usefully glance at the steps which, within the last quarter of a century, have totally revolutionised the methods of all our larger British collieries. When the cast metal tram-plates came into vogue, the old broad wheels of the waggons, or *rolleys*, were superseded by cast wheels, fined off very sharply at the periphery, in

order to diminish the friction; and these are still extensively retained at many works of importance, partly from want of appreciation of the newer methods, partly from the desire to fully utilise the materials of an old-established plant.

As the scale of operations increased, the expenses attaching to the use of corves were found to be so serious as to lead to the resumption of small wooden waggons or *tubs*, with wheels of 8 to 15 inches diameter, which are run from the face of the coal to the pit bottom, without the delay and cost of lifting a smaller on to a larger carriage, and without involving the other great objection of unloading and loading, to which some of the methods are open. It appears, at first sight, undesirable to have to raise in the shaft the weight of the rolling apparatus, the wheels, axles, coupling-chains, &c.; but the preponderating advantage of running the same waggons throughout, and the facility of raising them at high velocity through the pit by the application of cages and guides, have been universally established as a successful innovation, in the Northern and many of the larger works of other coal districts.

When the seam is thick and roof good, the tubs may, as above stated, be taken close up to the face of work; but the more the actual present workings are hampered by lowness and want of room, the higher will be the expenses of *putting*, &c., in addition to carriage along the main ways. This work used to be carried on almost exclusively by boys, but in the Northern collieries great numbers of Shetland and other ponies, of 3½ to 4 feet high, driven by younger boys, are employed for bringing the coal from the face to the

horse-roads or the engine-planes. Where very thin seams are worked, as in the Somerset coalfield, the cost of "carting," as it is called, becomes very onerous. The height of the coals, averaging between 13 and 28 inches, scarcely leaves room in the lower places to go on all fours, and renders the work so laborious that, although the distances are not very great, it costs from 8*d.* to 1*s.* 9*d.* on the ton to cart the coal from the face through the twin-ways and branch roads to the main level.

The movement of the carriages on the roads is retarded by three kinds of resistance: 1st, the friction of the periphery of the wheels on the plates or rails; 2nd, the attrition on the axles; and 3rd, the rubbing, by oscillation of the waggon, of the face of the wheels against the flange of the tram-plate, or the flange of the wheel against the upright rail. The first is diminished either by narrowing the edge of the wheels, or by running broad wheels on edge rails, and by increasing the diameter of the wheels; the second, by careful make, using steel axles and efficient lubrication; the third, by making the wheels fast to the axle, instead of having them loose upon it, by straightening the road, and by adopting a suitable form either of bridge or T-headed rail.

In thin seams the *tubs*, or waggons, must necessarily be low, and the wheels small, but even in seams of ordinary height, the convenience of keeping the total weight so moderate that the *putter* can readily place his tub on the rails when it gets displaced, and that the onsetter and banksmen can easily handle and run the tubs on the iron plates at the bottom and top of the shaft, give the preference in Northern practice to

tubs weighing not more than 3 or 4 cwt., and carrying from 6 to 9 cwt. of coal. At Seaton Delaval and neighbouring pits, the tubs weigh $3\frac{1}{2}$ cwt. each, and hold 11 to 12 cwt., but these require exceptionally strong men to handle them with the requisite rapidity. In the South, carts, or trams, of much greater weight, sometimes of iron, are often employed, carrying a weight of a ton; but, in such cases, the number is smaller, or conveyance and winding in the shaft are generally slower, and long delays are caused by getting off the rails.

The tub most generally used has an oak framing below, on which the bottom and sides, of $\frac{3}{4}$ inch or inch

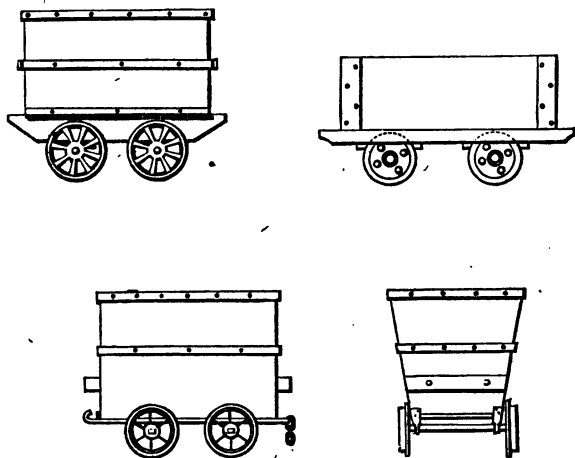


Fig. 23. Colliery tubs: 1 inch to 4 feet.

oak, or other strong wood, are attached, with corner pieces of iron to strengthen them, and a light bar of iron passing from end to end upon the framing, with a hook at one extremity and coupling chain at the other.

When the box part has vertical sides, the wheels are placed below, and are only 8 to 12 inches diameter; but when it is narrowed below, the wheels may be set outside, and are 15 to 18 inches diameter. They are generally fixed to the axle, but sometimes are, as well as the axle, made to turn. The form, in fact, must depend partly on the roads, and partly on the varieties of coal to be conveyed; but it would be manifestly inconvenient, in a colliery where a large traffic exists, to have carriages of different sizes and shapes.

For the purpose of bringing the weight low, and at the same time employing large wheels, M. Cabany, the

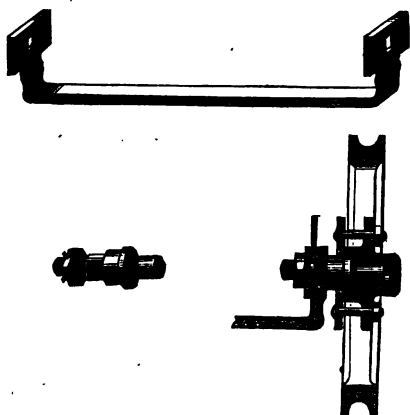


Fig. 24.

ingenious director of the great collieries of Anzin, has constructed the modification of elbow-axle, shown in Fig. 24, which, he states, can be repaired at half the cost of the common elbow-axle. The mode of attachment of the wheel is shown in the figure, and the waggon is made to belly out above it, to increase the capacity on a narrow gauge.

The main levels of a mine are generally carried too horizontally to allow the loaded waggons in one direction, and the empties in the other, to be drawn by a perfectly equal force. In order to have the resistance equal in both directions, the empty tub being 3 cwt., and the loaded one 12 cwt., and the friction $\frac{1}{10}$ th of the weight, the inclination would have to be 1 in 133, and if the friction be $\frac{1}{8}$ th, would be 1 in 100.

Mr. Wood found in his experiments that a horse dragging a carriage on a level railroad at surface will give a useful performance of $6\frac{1}{2}$ tons for 20 miles, or 133 tons for one mile per day, which forms a convenient maximum standard for judging of this—the most general means of conveyance, as carried out in various mines. Actual practical trials in several pits gave the following results:—

Locality.	Diameter of wheel. Inches.	Inclination of road.	Weight of tram.		Number of trams at once.	Tons per mile per horse.
			Loaded. Cwt.	Empty. Cwt.		
1. Elemore Colliery	12	1 in 130	12·5	4	14	29·75
Ditto . . .	12	1 in 202	12·5	4	14	51·23
2. Hetton . . .	8	1 in 130	12·5	4	9	30·6
3. Andrew's House	10·25	1 in 222	13	5·3	11	54·15
4. Marley Hill . .	10	1 in 144	13	5		31·6
5. Springwell . .	10	Level.	11·5	3·5	6	15·26

Similar trials made in South Wales, where the work was done by drawing 3 to 7 larger trams, weighing when loaded 25 to 32 cwt. each, with wheels from 17 to 21 inches diameter, principally along water-levels, but in part along inclined headings, gave results of from 10 to 17·8 tons per mile as the day's work of a horse.

These surprisingly different amounts of useful effect depend in great part on the arrangements as well as

the condition of the roads. If only a single line of rails, with passing places, be employed, much delay ensues; and if the distances travelled are short, and the stoppages at the termini more frequent, there must be a similar disadvantage.

In the 2nd and 4th examples above cited, the horses were particularly strong and in good condition, and yet the result falls so strangely short of what can be accomplished at the surface, as to give great weight to Mr. Wood's corollary, that it becomes daily more important to substitute, as at the surface so also underground, engine-power for the costly stable of 60 or 80 horses, which otherwise has to be maintained in the larger collieries.

When the coal, as usual, is worked from the main-ways up the rise of the seam, if the inclination be as much as 1 in 30, inclined planes (*jinny roads*, or *jig-brows*) come into use, where by aid of a drum or sheave at the upper end, regulated by a brake, the loaded tubs run down by their own weight, and pull up the empty ones. Or the descent may be checked, and the ascent assisted, by the use of a counterbalance tub suitably loaded. The sheave for this purpose may, according to the nature of the work, be so fixed, by the aid of wooden props, as to be easily removed forward as the workings advance. This is, of course, a very inexpensive mode of conveying the coals, and is sometimes applicable for very long distances; although, for the avoidance of accidents, it is needful then to establish a very strict discipline as to signalling when the train of tubs is to be set running, and also to have side stalls cut out here and there for the safety of those men who

may happen to be travelling the plane at the time. In the rudest of such inclines, a boy goes down with the sled, digging his heels into the floor by way of a drag; whilst in large and well-laid-out collieries, a regular series of such inclines, fitted with substantial brake drums, wire ropes, and friction rollers for them to run upon, vie with the best of inclined planes to be seen at the surface.

A contrivance of great ingenuity, Fowler's clip-pulley, has been most successfully used by the Messrs. Pease at the Upleatham mines for two years past, and appears to be capable of extended application in the working of inclines and engine planes in collieries also. Its advantages are that the rope need only to be passed simply over the periphery of the wheel, instead of being coiled or lapped round it as on a drum; that it then holds the rope more equably and advantageously without flattening the wires or grinding them against one another, and that it prevents a surging movement. The movable clips on the circumference, which embrace the rope, clutch it so tightly, that on a double incline, one set of tubs may be thrown off—as by the breakage of the rope—and yet it is capable of sustaining the other.

When, however, the coal has to be brought up by “down-hills,” or roads driven below level, the labour thrown upon men at windlasses, or upon horses dragging carriages, is so great as to be inconsistent with extensive working; and, under these circumstances, it is usual to employ engine-power, either through the instrumentality of a rope passed from the surface down the pit (as at Monkwearmouth), or by fixed under-

ground engines worked by steam transmitted from the surface (as at Killingworth), or generated in boilers near them,* or worked by compressed air.

If the inclination of a down-brow be not less than 1 in 28, the empty tubs, in running down, will drag out with them the rope from the drum of a fixed engine; but if it be less, they must be provided with a tail-rope passing round a sheave at the bottom of the incline, by which they will be hauled down again. These arrangements have long been practised, but not many years have elapsed since the last method came into use instead of horse power, for hauling the coals along the main ways which approximate to the horizontal. It is still only in the larger collieries, and those in which due care has been bestowed on the straightness and regularity of the roads, that this improvement has been introduced; but its value may be inferred from the fact that, in certain instances, as many as 70 or 80 horses, with their drivers, stablemen, &c., are dispensed with, and that a small fixed engine actually hauls along a nearly level plane of a mile and a half in length, trains of from 50 to 100 tubs at a time, at an average speed of 9 miles an hour. The employment of a tail-rope (usually of $\frac{1}{2}$ to $\frac{3}{4}$ the circumference of the main rope) enables the train to be pulled over the undulations of gradient which cannot but generally occur even

* I owe to Mr. C. Tylden Wright the following example from a part of Shireoak colliery:—Inclined plane of 800 yards long below pit bottom, gradient 1 in 50; train of 25 tubs at a time, drawn at speed of 8 to 10 miles per hour by a $\frac{3}{8}$ -inch steel wire-rope, stretched by a 4-foot Fowler's clip-drum, and worked by two 12-inch cylinders, 2 feet stroke. Average cost, calculated from 30,000 tons conveyed in six months, one penny per ton, including wear and tear of rope and all labour.

in the best underground roadways. Where these inequalities, and where curves interfere, they must be met by a sufficiency of rollers and of sheaves to protect the ropes from injury.

In certain works the engine-road has been fitted with an endless rope, passing, of course, round sheaves at the extremities, and to which the trains of tubs are hitched or clamped at intervals. The comparison of this with the other method is still the subject of discussion; but, although very serviceable as contrasted with horse-work, it has not been shown* to attain to the amount of efficiency and economy exhibited by the engine "planes" of such collieries as Hetton, Seaton Delaval, Pelton, Black Boy, &c.

Regularity of action and compactness being two main essentials, the favourite engines for this purpose have two horizontal cylinders resting on bed-plates, and a heavy fly-wheel. But the form of the engine is hardly so important as the question of the mode of supply of steam, for the boiler-fires are in some situations a source of intolerable heat and of certain risk. It has been, however, shown in practice, that where it is inconvenient to place the boilers near the engine, they may be at surface; and if 8 or 10-inch pipes, properly clothed, are used to transmit it, there will be no substantial diminution in the elasticity of the steam in the receiver for the cylinders at the pit-bottom. In some instances the steam has been transmitted for above 1,000 yards, with a good result depending much on the sufficient diameter of the pipes; in others, compressed air has been forced for a distance of several hundred yards with a very trifling loss of pressure. And thus, by one means

* It must now be conceded that the Tail-rope Committee of the Northern Institute have proved excellent results from this system as applied in Lancashire.

or the other, engine power becomes available to all those who, instead of dealing, as in the old time, with a few score of corves, have to run several hundred tons of coal, or in other words some 1,500 or 2,000 waggons, a-day, to the bottom of their shaft.

CHAPTER XIV.

RAISING THE MINERAL IN THE SHAFTS.

A FEW steps only, and of a simple kind, appear to intervene between the modes of slowly winding up small quantities of coal in the pits three centuries ago, and the vehement, yet well-disciplined extraction of the present day. But although the improvements have not been marked by any startling inventions, they have only been rendered possible by the simultaneous advancement of the other mechanical arts. And even now, it is solely under favourable conditions that the greatest eminence is attained, and we need but to travel a few miles into the hills from some of the noble collieries of Durham or of Lancashire to see, near the outcrops of the seams, little works carried on for local or *land* sale, where the apparatus, if not the ways and language of the people, will recall the days of a pristine simplicity.

As long as manual labour is employed for the raising, it may be of a few tons of coal per diem, the windlass and a round hempen rope are the means commonly used. In the hills of the West Riding of Yorkshire, a pinion on the crank axle works a toothed wheel on the barrel axle; and thus, by giving a slower motion,

enables a man or two at the surface to raise a greater weight at once, and thus to keep even with several who are working below. With a depth of 30 or 40 yards, a more economical power has to be brought into play.

For horse work the invariable arrangement is to erect the "wheel-and-axle" kind of machine called a horse-gin, or *whim*, and consisting of a rope-drum built round a vertical axis, the foot of which turns on a stone or iron casting, and the head pivot of which is supported by a long "span-beam," resting at the extremities upon inclined legs. The horses are attached to one or both ends (according as power may be needed) of a strong horizontal beam, generally 30 to 36 feet long, which embraces the vertical axis close beneath the drum, which is 12 to 16 feet diameter. The ropes, passing off from opposite sides of the drum, are conducted over little guide-pulleys—*jackanapes*—to the sheaves set in the shaft-frame overhanging the pit.

Although very largely employed in metalliferous mines, the horse-gin is now seen in colliery districts only during the sinking of pits, or permanently employed at shallow works doing a very small trade. In the last century, before the introduction of the Boulton-and-Watt engine, it was in very abundant use in the English and Scotch coalfields, and we have, in the travels of M. Jars, an account of a powerful horse machine newly completed in 1765, for raising the coal at Walker Colliery, 100 fathoms deep. It was put in motion by eight horses kept at a sharp trot, and by means of a large horizontal toothed wheel giving a greater velocity to the rope-drum, lifted a corve of coals in two minutes: but, unfortunately for the result, the corve held only 6 cwt. ! The simple gin, therefore,

worked by two or four horses, remained the common machine for small depths.

It is only in districts more hilly than most of our coalfields that the streams flow with a sufficient fall to give a useful amount of water-power; but the convenient way in which the drum could be built upon the prolonged axis of a water-wheel led to that arrangement being commonly adopted by the middle of the eighteenth century, even where the supply of water had to be raised by a special Newcomen or atmospheric steam-engine. Many attempts were made to convert the alternating jerky action of this engine into the rotatory motion needed for winding, but to very little purpose. Smeaton meanwhile lessened the consumption of water, and thus reduced the expense. The wheels had been made with a double row of buckets, each row opening oppositely to the other, so that when motion had to be reversed, the supply of water was cut off by a valve and laid on the other way, and thus the wheel turned in the opposite direction. Smeaton applied reversing gear of strong toothed wheels to the drum, so that the wheel could always revolve in the same direction, and the turning of the drum only be reversed.

In Wales, another mode of employing water-power came into use, which is still to be seen at many of the collieries, as well as some of the slate quarries, where this cheap power is abundant. A large sheave fitted with a powerful brake is fixed above the pit-top, and has a rope or chain passing round it, to one end of which is attached an empty cistern carrying over it a waggon of coal, to the other a cistern which, when filled with water, is heavier than the loaded waggon and empty cistern together. Suppose now the former

is at bank, the latter at the pit-bottom ; the cistern is filled from a tank placed close by, and is regulated in its descent by the brake ; when it reaches the bottom a self-acting valve is opened, which lets the water flow out, either to escape by the adit or to be raised by the pumping-engine : meanwhile the loaded waggon is taken off the empty cistern, and by the time the latter is filled with water from the same tank, the cistern at the bottom has been emptied and a waggon of coal placed upon it ; and thus the action is reversed, and a cheap, although slowly-working machine, kept in reciprocating movement.

The chief forward step was made when Watt's double-acting engine, having the steam applied alternately on both sides of the piston, rendered it feasible to apply a rapid rotatory motion. In the smaller engines, and such, in fact, as are in work at the great majority of the collieries of our central and western districts, the motion is communicated from the main crank-shaft, through the intervention of toothed wheels, to a drum-shaft placed also horizontally, and to which a lower velocity is given. The ropes, or chains, wound in opposite directions on the drum, are carried over pulleys either down a single pit, or to two different pits, and thus, with their respective cages or skips, exercise a counterbalancing effect upon one another. This arrangement is particularly suitable to the slow winding of our midland districts, where the weight drawn at once is considerable, and where from its hanging free in the shaft, a great velocity would be dangerous.

But in the larger collieries, where rapidity is essential, two different forms of engine have for some years been

in use. First, a large vertical cylinder, from which the piston rod acts *direct* upon the drum shaft, and the drum being often 16, 18, or even 20 feet in diameter at the first lap of the rope, communicates to the load a velocity of from 10 to 20 feet in a second. The second is the engine of two cylinders placed horizontally, acting also—it may be, *directly*—on the drum, and from their reciprocating action on the crank, introducing great regularity of motion.

As examples of some of the more powerful engines employed for these purposes at British works, may be mentioned,—

Monkwearmouth; vertical cylinder, 65½ inches diameter, 7 feet stroke; depth, 286 fathoms, or 1,716 feet; wire flat rope; useful load, 4 tubs, with 9 cwt. of coal each; time of raising, 1½ minute.

Dukinfield, Cheshire; No. 1 pit; vertical cylinder, 60 inches diameter; stroke, 7 feet; low pressure; flat wire rope; load, 4 tubs, with 8 cwt. of coal each. No. 2; cylinder, 48 inches diameter; stroke, 6 feet; high pressure; drawing depth, 678 yards, or 2,034 feet; time, 70 to 90 seconds.

North Seaton; vertical cylinder, 60 inches diameter; stroke, 7 feet; depth, 124 fathoms; flat wire rope; load, 4 tubs, with 50 cwt.; weight of steel cage, 25 cwt.; time, 35 seconds.

Cinderhill, Notts. (1852); vertical cylinder, 32 inches diameter; 5 feet stroke; depth, 250 yards, or 750 feet; flat hemp rope (wire in upcast); load, 12 cwt. of coal; time of drawing, 40 seconds.

Kirkless Hall (*California pit*), Wigan; two coupled 24-inch cylinders, vertical, 5-feet stroke; round

steel rope; conical drum; depth, 345 yards, or 1,035 feet, two-decked cage, with 4 tubs, carrying 24 cwt. of coal; time in shaft 40 seconds.

Seaton Delaval; two horizontal cylinders of 36 inches diameter; 6 feet stroke; high pressure; depth, 112 fathoms, or 672 feet; flat, 5 inch wire rope; load, 4 tubs, with 11 to 12 cwt. each; weight of iron cage, with its chains, 3 tons; time, 30 seconds.

Navigation Pit, Aberdare; two oscillating cylinders, 43 inches diameter; 6 feet 2 inches stroke; depth, 365 yards, or 1,095 feet; round wire rope, 2 inches diameter, on conical drum; load, 2 large tubs, 17 cwt., with 47 cwt. of coal; cage and bridle chains, 2 tons, 3 cwt.; total weight, with rope, at bottom of pit, 9 tons; time in shaft, 46 seconds.

The high velocities which are thus attained in shaft-work, by means of which from 500 to 1,000 tons of coal are drawn from a single pit in a day, have been rendered possible only by the use of guides or conductors, which insure smoothness of movement and prevent collisions. Mr. Curr, of Sheffield, already mentioned for his valuable innovations, introduced at the end of the last century wood conductors for guiding the corves, by aid of which he asserted that he could draw from 140 yards depth in half a minute. Yet for years he found but little response; they were applied at a few of the midland pits, and about 1827 by the late Mr. Holwey, at Welton Hill, near Midsomer Norton. In the north they began to make their way between 1835 and 1840, and are now universally employed, as essential to economy and to the safety of the men.

The conductors in general use are of wood (Memel

pine) about 4 inches by 3, attached to *buntons*, or cross-pieces, fixed across the pit at intervals, and are commonly only two in number, one on each side of the cage, and costing, with labour, 10s. to 14s. per fathom. In some instances a pair of vertical bridge-rails are employed; in others, lengths of angle-iron, similarly attached to buntons. In Lancashire many pits have been fitted with a continuous round bar of iron, fixed at the pit-bottom, and screwed up to the head-frame, the cross-bar of the cage having a ring at each end, which runs upon the rods. An inferior plan is that of similarly stretching down the pit a wire rope,* or a single-link chain, where the undulations, and, in the latter, the rattling vibration, are neither agreeable to the traveller nor safe against accident.

One of the important shaft-fittings, upon this method, is the cage, or chair, for the reception of the tubs or trams, which simply traverses up and down the pit. It is almost invariably constructed of malleable iron, and, since lightness is highly desirable, as small as possible for the weight it is destined to carry. For a single tub a cage of 5 or 6 cwt. will suffice; for two, whether to be placed side by side or one over the other (a 2-decker), 9 to 10 cwt. At Monkwearmouth the 4-tub-cages weigh as much as 24 cwt.; others no less than 3 tons, including their tackling-chains. Cages of combined strength and lightness have of late been advantageously made of steel.

The slide parts of the cage, of thin wrought iron, which loosely fit to three sides of the wooden conductor, are applied both at the upper and lower bar of the framing, and are a little bell-mouthed upward and downward

* The stout wire-rope conductors employed in many deep pits in Lancashire are found to be most serviceable even at the highest velocities.

to allow them to slip more freely over inequalities. In order also to keep the tubs from shifting during their transit, a simply contrived latch is always applied either on the floor of the cage or at the ends of a rod passing through its upper bar. And when the weight

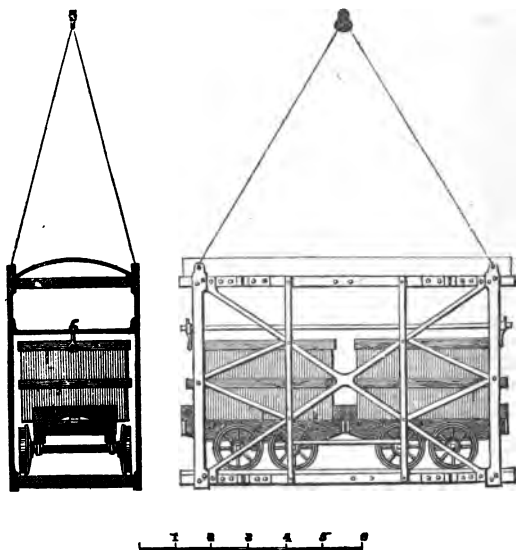


Fig. 26. Single-deck iron cage, Newsham, for rolled iron guides.

reaches the surface, duly signalled on its approach by a bell ringing in the engine-house, and by some visible mark attached to the rope, the cage is lifted with its floor a little above the plane of the bank at which it is intended to rest, and then allowed to drop on to the *keeps*. These latter are the heads of an arrangement of counterbalanced levers, which offer no obstacle to the ascent of the cage, but by a single movement of the hand or foot of the lander are made to

protrude and catch it in its descent. The moment that, at a lively pit-mouth, the cage bottom touches the keeps, the landers have already got hold of the full

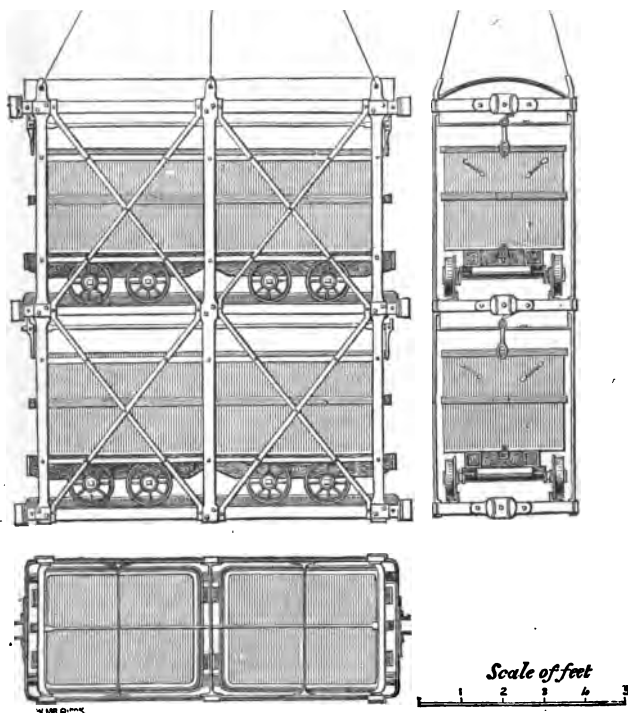


Fig. 27. Steel cage, North Seston, with four tubs. Elevations and plan.

tubs to pull them on to *terra firma*, or are forcing them out with the empty ones which they are pushing in to take their places. On the iron-plates with which the staging about the pit-top is floored, the waggons are hauled off, up goes the cage with a jerk a few feet, and anon plunges down again into the gloom; whilst the

men are rushing forward with the empty tubs prepared for the fellow-cage, which in a few seconds flies up by the other side of the pit.

When the cage is two-decked, or, as sometimes in Belgium, has three or four compartments one above the other, the landing process has to be repeated at the same level, or, for the purpose of saving time, may be carried on at two different levels on the staging, whilst the loading is similarly performed at the bottom. It is in this way that a very neat system is adopted for running in and out the eight tubs which form the load of the great 4-decked cage of the Grand Hornu Colliery, near Mons, a cage weighing itself, with its protecting cover, about 2,692 lbs. English.

The single-link chains, and the round hempen ropes of former days, survive only at rude and petty works. Elsewhere they are succeeded by flat ropes of hemp (*bands*), by the ponderous flat chains of three links used for slow drawing in the Staffordshire district, or by wire-rope, either flat or round. Iron wire was applied to mining purposes in the Hartz mountains, and then in Hungary and Saxony, before it was tried in England, and its cheapness and lightness, as compared with hemp rope of equal strength, obtained for it a great, but by no means exclusive success. The desirable quality of lightness has been pushed still further by employing ropes of steel wire, but not hitherto to any great extent, although Mr. Tylden Wright informs me that his flat iron wire ropes, weighing 27 lbs. per fathom, have been replaced by flat steel of 16 lbs., and (in the upcast pit) by round steel rope of 13 lbs. to the fathom, the weight of coal in each case being 28 to 30 cwt.; and that the round ropes have been working for two years, whilst the flat

iron and steel ropes seldom admit of more than 14 months wear.

The flat ropes have been largely employed, in consequence of their easing the engine by coiling one lap over the other, and thus forming a counterbalance as the cage ascends or descends, giving the fullest leverage to the engine at the time that the maximum weight is being lifted, *i.e.*, when the loaded cage starts from the bottom of the pit. But the greater wear and tear has given rise within the last few years to the introduction of round wire-ropes, coiled—some upon cylindrical, others upon conical drums. In the instance just quoted, the drum runs from 16 feet at the small end up to 20 feet diameter; and if due care be taken to wind the rope on at first very tightly, and to give such an inclination as shall guard the coils against slipping, these drums are found to work admirably.*

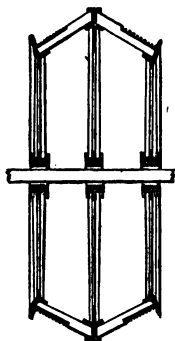


Fig. 28.

Conical drum in section.
Scale, 1 inch to 10 feet.

In the deeper Belgian collieries, flat ropes made of the aloe fibre (much employed for the same purposes in Mexico) are preferred. The disadvantage of this material would appear to be the great weight, since with about 15 per cent. of tar, the ropes used at the Grand Hornu weigh from 12 to 19 lbs. per metre of 3·28 feet English. They are stated, however, to be extremely strong, trustworthy, and durable. As a further means of counterbalancing the great weight of rope to be lifted with the full cage, there is, in most of the Northern collieries a counter-

* In several instances large conical drums have been constructed with an iron channel or scroll for the reception of the rope.

balance chain attached to the drum shaft, which passes in the reverse direction to the rope over a pulley, and has, appended to the end of it, a quantity of excessively heavy links of iron, which repose at the bottom of a pit, 30 or 40 yards deep, when not required to be in action. When, however, the descending rope begins to preponderate, they are gradually lifted into the air, and thus, when the full cage begins to be lifted, aid, with their great weight, the effort of the engine in accomplishing the heavier portion of its work.

The pulley-frames, or *head-stocks*, intended for the

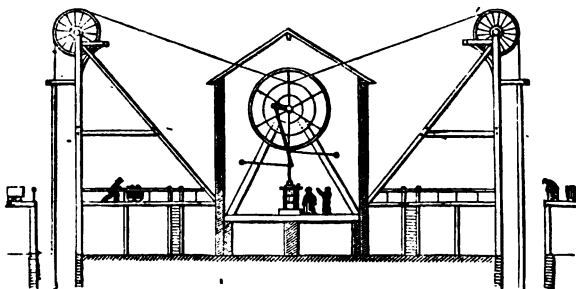


Fig. 29. Drawing-engine placed between two pits. Scale, 1 inch to 50 feet.

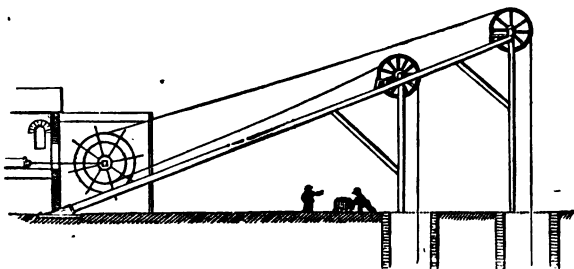


Fig. 30. Engine on one side of a pair of pits. Scale, 1 inch to 50 feet.

working of a single *band* down a pit, and thus often

placed one on each side of the engine, as commonly arranged in the midland districts, are a comparatively simple framing in a triangular form, composed of two uprights and two back-legs, supporting a sheave or pulley of cast iron, 6 to 9 feet diameter, at the height of from 20 to 30 feet above the ground. When intended for rapid winding, these latter are generally replaced by pulleys of greater diameter, from 10 to as much as 20 feet, and having the spokes made of light wrought iron rod and only the socket and rim of cast iron. When two bands are to be worked, the pair of pulleys are set upon a framing of greater breadth, which often has a general rectangular form, steadied by back-legs strutted either against the ground or against the engine-house. But the varieties in form are so numerous that it would carry us beyond our limits to do more than refer generally to them. A noteworthy, but expensive, modification is that at Seaton Delaval, where the timber framing is replaced by beams of $\frac{3}{8}$ th inch wrought iron, riveted at the corners with angle-iron. Cast iron has been employed in Staffordshire for small frames, but it is not to be relied upon.

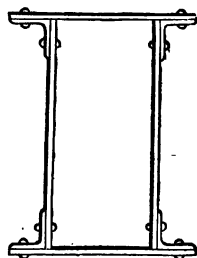


Fig. 31. Plan of iron uprights.

With all the precautions taken to secure good engines, careful men, and trustworthy ropes, two kinds of accidents occasionally occur, which, as in this country the men are invariably lowered and raised by the same machinery, give rise to a peculiarly harrowing loss of life. One of these is the *overwinding*, which brings the cage violently up against the pulleys over-

head, and thus breaks the rope. And, as with the large drums now in use, a single stroke of the engine raises the cage 60 or 70 feet, it will be seen how needful it is to have a careful engine-man, and machinery under perfect control. Overwinding is guarded against partly by having the pulley-frame high (from 30 to 60 feet), partly by the signals which tell the man when to moderate his speed, and partly by efficient brakes; and of late steam brakes have often been added to the engines, which in some cases are self-acting, and come into play by admission of steam into a special cylinder as soon as the cage passes a certain point in the guides.

The second class of accident is from the simple breakage of the rope, and whilst, in most cases, it is guarded against only by keeping in employ the best materials, and carefully overhauling the rope, it has been the subject of a number of inventions, to which the name of safety-cage, in French *parachute*, has been applied. As early as 1846, Mr. Fourdrinier had practically tested in North Staffordshire an ingenious arrangement by which, on the breakage of the rope, a wedge was, by the action of a spring, inserted between the wooden guide and a part of the cage, so as to bring the latter immediately to a stand-still. In 1850 and 1851, I saw a number of them applied by sundry colliery viewers, who, two or three years later, had, after fair trial, unshipped them all, mainly for the reason that they were apt, in quick winding, when the rope surged or slacked, to come into play when not wanted, and thus to introduce a new source of delay and danger. In fact, to the present day, this same objection holds good, more or less, to all the varieties that have since

been proposed ; and, along with the common dislike of trusting to a spring for setting it in action, militates against their general adoption by the coal trade.

Two varieties, it is true, were shown at the Exhibition of 1862, which dispensed with springs, Paull's and one of Nyst's, of Belgium ; but neither of them was thought satisfactory by the Jury.

The remainder of the safety-cages are chiefly divisible into those where two levers are made to thrust outwards against the conductors, and those where clutches embrace the two sides of the guide rods. Of the former kind is that of Fontaine, which has been successfully applied in the great collieries of Anzin. Of the latter, we can only mention White and Grant's, largely employed in Scotland ; Aytoun's, Nyst's (fitted to trapezoidal guides), Jordan's, which grips firmly without the use of sharp teeth ; and Owen's, Fig. 33, which has been applied in many of the Lancashire pits, and has actually saved numerous lives.

The apparatus of Mr. Calow, of Derbyshire, Fig. 34, is noticeable for the ingenious manner in which he brings a single spring to bear on the clutches, not when the rope is merely slacked, so as to run out faster than usual, but only when the cage



Fig. 32. Fontaine's parachute as it appeared at the colliery of Boussu, when the flat wire-rope broke with a weight of 2 tons.

begins to descend at the velocity of falling. The spiral spring, held in a state of compression between a

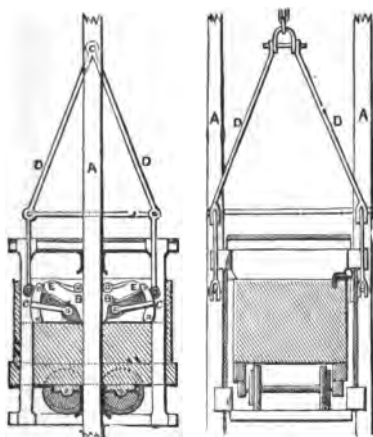


Fig. 83. Owen's safety cage.

- A, the conductor rods.
- B C, the toothed levers connected by the rods D D with the rope.
- B E, the spring which, if the rope breaks, forces down the upper end of the lever.

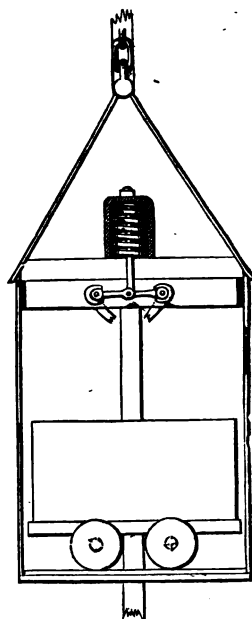


Fig. 84. Calow's safety cage.

weighted cap above it, and the part of the cage below it, from which the cap is separable, no sooner finds its foundation gone by the commencement of fall, than it flies into action, lifting its cap and pulling the levers which close the clutches.*

The question of the advisability of employing any form of safety-clutch yet invented, is by no means

* Models of a great number of the safety-cages which have been in practical operation are open to inspection in the Museum of Practical Geology, Jermyn Street.

settled. Many of the most experienced colliery viewers, both at home and abroad, hold to the opinion that they substitute one danger for another; and that, what with the inconvenience of their operating when not required, the danger of trusting to springs amid the dust and wet and rust of a shaft, and the tendency to induce neglect of the proper condition of the rope, it is safer to trust to careful engine-men, the best materials, and caution in not running a rope too long, or omitting to have it frequently examined.

Many of the above inventions are coupled with an apparatus for disengaging the cage if overwound, and thus bringing it to a standstill against the guides; and these form, doubtless, a very useful adjunct.

A cover, or *bonnet* of sheet iron, is now very generally added to the cage, to protect the men against falling materials; and with the addition of sliding gates at the shaft-top, which are lifted when the cage comes up, but guard the brink of the pit when the cage is down, are safeguards against many of the accidents so rife in connection with shafts.

Those who are connected with metalliferous mines would like to see one of the pits of every coal-work fitted with a ladder-way, to give egress to the men in case of accident to the winding machinery; but though commonly employed on the Continent, ladders are quite unusual at our British collieries.

The safest and most economical mode of putting the men up and down the shafts is the *Fahrkunst*, or man-engine, a reciprocating rod or pair of rods, fitted with steps, by which the traveller is lifted from 8 to 14 feet at a stroke, and by which an entire pit's crew of 400 or 500 men may be conveyed in little more than an hour.

In Belgium and Westphalia, as in our Cornish mines, they are in common use ; and, from a long experience, I can testify to their comfort and security ; but in our coal districts, a strong feeling in favour of the rope prevails, by which, although one party of men passes through the shaft more rapidly, the passage of the whole complement occupies the engine much longer ; whilst the annals of colliery working supply us with too many sad instances of the dangers which attach to this system.

CHAPTER XV.

DRAINAGE AND PUMPING.

IN no respect do collieries differ more from each other than in the quantities of water which they encounter, either in the winning, or in the subsequent working of their mineral. In one case, a retentive clay cover may prevent the access of surface water, which in another may pass in abundance through a sandy or a gravel alluvium. In certain districts, water-bearing measures of an almost fluid consistency must be passed through, whilst in others, the comparatively tight coal measures may at once be entered. Frequently the strata above and below the coal are so compact as to render the workings actually too dusty and dry ; but instances are common enough in which water makes its way through the roof stone, or through the coal itself, and adds difficulties and expense to the whole of the operations. In a former chapter, we have seen that by the process of *tubbing*, the water met with in the

shaft may be so effectually excluded, as even to admit of a mine being worked dry beneath heavy feeders but it too often happens that either from the conditions of the place being unfavourable to the process, or from its not having been attempted, a costly system of pumping has to be unremittingly maintained.

Up to the beginning of the present century there were many districts in which comparatively shallow collieries were drained by means of adit-levels, or *soughs*, often driven for a long distance from lower ground. But, in proportion as these superficial workings have been exhausted, it has become necessary to follow the seams to greater depths, and there are but a few hilly regions left, such as South Wales and Dean Forest, where some of the works still enjoy the advantage of free drainage.

Before the practical introduction of Newcomen's steam-engine, the modes of removing the water from under-level excavations were by the application of horse power or of water-wheels to an endless chain with buckets, to drawing-pumps, to the rag-and-chain, or to winding of the water in barrels or ox-skins. Agricola gives us, in 1550, an accurate description, with drawings, of many varieties of apparatus worked by tread-wheels, by horse-gins, or by water-wheels of 15 to 30 feet diameter, which show that very little advance was made between the period of his observations and the commencement of the 18th century. Nay, it is clear that until of late years, many of our mines still laboured under the same disadvantage as of old in their pump-work, viz., that it was supposed to be necessary to restrict the height of a lift of pumps to the 32 feet through which water can be raised by atmospheric

pressure. The several contrivances above mentioned answered their purpose as long as the pits were very shallow, but their difficulties increased rapidly with depth (a condition of mining work often overlooked by inventors), repairs were constantly needed, and, "when a joint-pin gave way, the whole set of chains and buckets fell to the bottom with a most tremendous crash, and every bucket was splintered to pieces." *

When pumps were employed, of which the one raised water, about 30 feet only, to the next lift above, the moving parts had to be so multiplied, that things were unnecessarily crowded in the shaft; first-cost and subsequent maintenance were needlessly heavy, and all the difficulties were greatly augmented with the increase in the volume of water to be lifted.

These common drawing or "suction" pumps had to be converted into the more useful drawing or bucket-lifts of mines, by the simple expedient of increasing the height of the collar above the piston, or in other words, making the bucket-rod work inside a column of pumps, or *trees* (as they are often termed, from being originally of wood), and lift the water above it. Applied in this manner, the length of the lift becomes only a question of strength of materials, and it is commonly extended to 50, 60, or 80 yards.

The woodcut, No. 35, will show, in section, the bucket in its *working barrel*, the rod extending upwards with the column, or trees; below it is the *cluck*, or

* Fossil Fuel, p. 196. A singular pumping-machine recalling this old apparatus was still, in 1857, to be seen at the little colliery of Coal Barton, near Frome, where 50 fathoms length of 8-inch pumps were worked by a fall of water passing 26 yards down a pit, and utilised upon a chain with buckets of sheet iron lapping over wheels above and below.

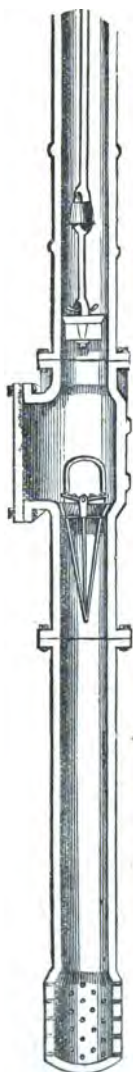


Fig. 35. Bucket, or drawing lift.

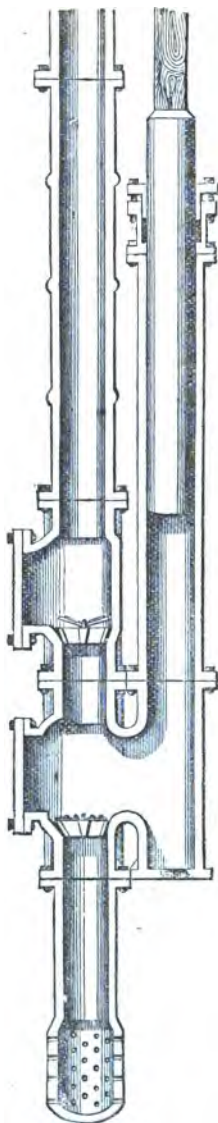


Fig. 36. Plunger lift.

valve-piece, resting in its seat, and capable of being removed either through the *clack-door*, or sometimes, in case of accident, by being fished up with a hook passed down through the column on removal of the bucket-rod. The lowermost portion is the so-called *wind-bore*, or *snore-piece*, where the holes in the bottom, generally covered by the water of the cistern or the sump, are of such size as to prevent the entry of chips or stones. The joints of the various lengths, and that between the door and the clack door-piece, are made tight by the intervention of a thin layer of some soft material, as tarred flannel, caoutchouc, &c., and screw bolts and nuts. The action of this pump is easy to follow: at every up-stroke of the rod, the water will rise through the clack, and the column of it standing above the bucket will be so raised as to deliver, at the top of the lift, a quantity measurable by the diameter of the working-barrel and length of the stroke. Should the pumps be going "in fork," or the water have receded below some of the holes of the windbore, the ebullition of the water will show that air is being drawn, and that the full quantum of water is not being raised.

A few specialities of the bucket-lift may be noticed. When the water is saline or acidulous, and corrodes the iron, the working-barrel, ordinarily of cast iron duly bored, is sometimes made of brass or gun metal (as, indeed, it very often was in earlier days); or, as in some of the copper mines in Cornwall, the whole of the pump-work may need to be lined with staves of wood, carefully fitted like an internal cask, to prevent the rapid destruction which otherwise ensues. During the sinking of pits, and where sand finds its way to the sump, the leather with which the bucket is geared is

rapidly cut to pieces, and the water ceasing to be properly lifted, the bucket has to be changed. In very bad cases this may take place, not merely several times a week, but even every few hours, and the time and cost expended in the operation are very serious. Metallic and gutta percha packing have been largely tried, but without establishing a general superiority.

The clack is much more slowly worn, but it is nevertheless often a subject of trouble if the water be quick and rises above the clack-door before the change be made. When in such case it refuses to act, and sticks fast in its seat, it must either be drawn out by main force, or a second clack may be dropped upon it, and the water thus lowered. In recent instances, very important services have been rendered by professional divers, employed to put to rights a lost lift. At Messrs. Fletcher's Clifton pits, Workington, and in South Wales, the work has been thus satisfactorily done by aid of the diving apparatus, under 30 or 40 feet of water.

To return to the action of the pumps. At every up-stroke it will be seen that the engine has to raise the rods, or *spears*, and their connections, as well as the entire column of water contained in the lifts; and in order to obviate the enormous strain thus occasioned, it was early found desirable, in the deep mines of Cornwall, to substitute for the buckets a forcing arrangement in all but the bottom lift. This was perfected by Captain Lean, in 1801,* by the introduction of the *plunger pole*, or *ram*, working through a stuffing-box into a plunger case of bored cast-iron, and forcing at every down-stroke the water upwards through an upper clack, and the clear column of pipes above it. The working

* The plunger had, however, been at work in the United Mines several years before this date, erected probably by Murdoch.

of this method will be evident from the sectional wood-cut, No. 36.

The great advantage hence derived over and above the much smaller degree of wear and tear, is, that the engine has simply at each stroke to lift the rods and plunger poles. These, then, in the down-stroke, by their own weight, descend and force the water before them. And inasmuch as the weight of the rods is far more than sufficient in a deep mine for this purpose, they are in part counterbalanced by beams (balance-bobs) placed some at surface and some at intervals in the shaft, each laden with 15 to 20 tons of old iron.

Thus, in the mine of Tresavean, at a shaft 348 fathoms deep from surface, the 86-inch cylinder engine raised a weight of rods, plungers, and sets-off, for nine lifts, of 67 tons, 3 cwt. The main beam, with its gudgeons, connections, &c., 50 tons; four balance-bobs, 60 tons; the four loaded balance boxes, 80 tons; or, altogether, besides the weight of water in the drawing lifts, about 260 tons, to be set in motion at every stroke of the engine.

The arrangement in Cornwall is universally the same. From the end of the main-beam, projecting over the engine shaft, a single rod passes all the way down to the bottom or bucket-lift. Employed in its maximum strength at the surface, where it has the full weight to sustain, it is then tapered or diminished downward according to the diminution of the strain by which it is affected.* At the requisite intervals the plunger poles are attached to it by *sets-off*, bound to it by strong

* Thus, in a deep mine, a main rod of 290 fathoms long is made, for the first 120 fathoms of two 12-inch square Riga balk, and afterwards one of 15-inch balk, decreasing to 14-inch and 12-inch.

staples of iron. The several lengths of rod, generally from 40 to 70 feet in length, are connected by the aid of strapping plates of hammered iron from 9 to 12 feet long, on opposite sides of the rod, bolted through it with screw bolts. At moderate distances apart, stays are placed across the shaft, which guide the motion of the rod, and iron rollers are added where it deviates from the perpendicular. At intervals, too, very strong beams are fixed in the shaft as *catches*, to prevent the fall of the rods downwards, as well as *indoor catches*, to prevent damage to the engine in case of the rod breaking at a shallow point, and thus being suddenly relieved of its great weight. In this manner the gigantic pumps employed in some of the mines are worked with such perfect ease and smoothness of action that you may stand near them in the shaft and not be aware, except by seeing, that they are in motion.

I have thus dwelt especially on the Cornish methods, because the necessity for economy and the competition between the engineers in that district have brought the pit-work to a higher degree of perfection than is to be seen elsewhere. When tested by the work done for a given sum of money, it contrasts remarkably with the rattle and concussion, the heavy cross-heads, and the greater complication of rods that are often noticeable in other mining regions, even though the excellent invention of the plunger may have been adopted.

We have now to examine into the mode of applying the power which is to keep the pumps in action. I may omit to describe the means of setting water power to work pumps of the above description, for although often employed with advantage for metalliferous mines, it seldom comes into play in collieries. Both in the

commencement of operations at a difficult sinking, and afterwards as a permanency at small or lightly-watered pits, the double-acting rotary engine is commonly used. If the water is to be drawn at times when coal is not to be raised, the usual ropes or chains have attached to them water-barrels, *conls*, or *ringes*, which will carry from 10 cwt. to a ton of water, and are emptied on

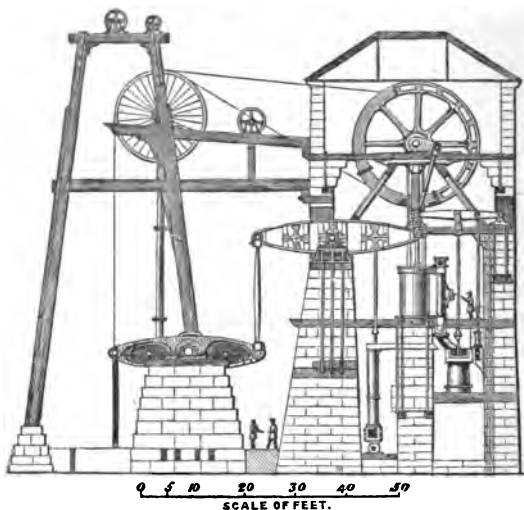


Fig. 37. Engine and apparatus for winding and pumping, Cambols, Northumberland.

reaching the surface by means of a self-acting valve placed in their bottom, or by being capsized by the lander. When pumps are to be worked, it is usually by sweep-rods passing from the crank on the main shaft to quadrants or bell-cranks at the shaft mouth. Engines of this class, whether worked by high or low pressure steam, are suitable enough for temporary or auxiliary purposes, but must be superseded in deep or

heavily watered mines by special pumping engines. In some few instances the combination of drawing and pumping may be seen on a large scale, as in Fig. 37, representing an engine of 65-inch cylinder and 7-feet stroke, Cambois, Northumberland, which, though ultimately intended for drawing alone, is at present, during the sinking of the shaft, working the pump rod by the intervention of, first, a built wrought-iron beam, and, secondly, a beam of cast metal.

The engines intended for serious pumping form a subject of the highest importance in mining, and as the value of the best kinds is still but imperfectly understood, it is desirable to take an accurate view of the results which have been obtained from them.

We have already, in Chap. I., followed the improvements of the steam-engine with reference to the employment of coal as a motive power, and have seen that Newcomen's atmospheric engine (of which a very few specimens are still left) was succeeded, soon after Watt's patent of 1769, for the separate condenser, by various improved forms. The comparison between different constructions which then became needful, was made by calculating the *duty*, or number of pounds of water raised one foot high by a bushel of coal. When Smeaton commenced his modification of the atmospheric engine, the average duty about Newcastle was 5,590,000 lbs.; in 1772 he erected one at Wheal Busy, which attained 9,450,000. The same great engineer acknowledged that Watt's engines, which came out between 1776 and 1779, would perform double the duty of his own, and some of them were tested to do nearly 19,000,000. The average, however, of Watt's engines in Cornwall gave a duty of 17,000,000, and when

20,000,000 had been attained in the engine at Herland, that shrewd philosopher pronounced the work perfect, and stated that further improvement could not be expected. Left, however, to themselves, by the expiration of Watt's patents, and the withdrawal of his agents from the county, the Cornishmen after a few years organized, in 1811, a system of monthly reporting the engines, with their conditions of work, and the duty accomplished. Within a space of some twenty-five years marvellous results were produced by the emulation thus aroused among mine-captains in the arrangement of their pit-work, and among engineers in the devising of improvements in boiler and engines.

As some of the modifications to be specially cited are, (1) Trevithick's tubular boiler for generating high pressure steam, where the fire is applied at the large end of the tube, and the heated air made to pass through it, then beneath the boiler or outer tube, and afterwards along its sides; 2ndly, the expansion in the cylinder of the high-pressure steam by closing the inlet valve at $\frac{1}{2}$, $\frac{1}{3}$ rd, $\frac{1}{4}$ th, or even $\frac{1}{5}$ th of the stroke, whereby from 41 to 60 per cent. of the fuel is saved; and 3rdly, the addition of a steam jacket or outer case to the cylinder, so protected by a brick wall, casing of sawdust, or other clothing, that the internal space is occupied by steam of a temperature but little below that in the cylinder.

From an average duty of 17,000,000 performed in Watt's time, the Reports published by Lean show an amount of 28,000,000 attained in 1823, and of no less than 60,000,000 in 1843, whilst the best engine then tested had actually given an average duty of above 96,000,000! The most remarkable case on record is that of Austen's engine of 80 inches diameter, erected by

Mr. William West, at Fowey Consols Mines, and which, on being reported in 1834 to give a duty of nearly 98,000,000, was the occasion of a searching investigation and of a practical experiment, conducted by other engineers and mine agents, formed into a committee.* The shaft was at that time 131 fathoms below the efflux point of the water, the lifts of 15 inches diameter for the three upper, and $10\frac{1}{4}$ inches for the two lower ones; the length of stroke 9 feet 3 inches, the pressure at the boiler $36\frac{1}{2}$ to 45 lbs. per square inch. The astonishing result was, a declared duty for the twenty-four hours of experiment, of 125,000,000!

On taking the average duty all through the year at 91,672,210, we find that, as burnt in this way, one ton of coal will do the work of five tons in Watt's engines, and will raise for 100 fathoms in height as much as 367,000 gallons, or, 1,638 tons of water; whence, taking coal in Cornwall at an average price of 15s. per ton, the fuel costs one farthing to raise $2\frac{1}{4}$ tons of water 100 fathoms. The coal consumed for the long single-tube boilers of the Cornish engine is Welsh, shipped from Llanelly and Swansea, mostly small, and weighing 94 lbs. to the bushel. The combustion is very slow, but so perfectly effected, that a few years ago scarcely a puff of smoke was to be seen between one end of the county and the other. Of late it is true that a black pennant is occasionally visible, and the blame is laid upon inferior coals. But, at the same time, it is observable, that a very small number of the engines

* Similar experiments by a committee had shown, in December, 1827, that Woolf's engine, at the Consolidated Mines, gave 63,663,473 lbs. duty, and Grose's engine, at Wheal Towan, St. Agnes, in 1828 87,209,662 lbs.

are reported, and the average duty has deteriorated; and thus, whilst the shareholders grudge the guinea or two per month for engineer's or reporter's fee, they pay heavily in increased coal-bills.

Among the most experienced of our mine-engineers in Cornwall, may be mentioned Captain Grose, Messrs. Harvey and Co., of Hayle, Messrs. Hocking and Loam, and Mr. West, of St. Blazey. Engines on a similar construction have been built elsewhere, at Messrs. Fairbairn's and many other works, both at home and abroad. But there has been wanting a fair system of reporting the results obtained; and when we see the great strides which accompanied the recording and publishing of the details in our western counties, it appears most desirable that such reports should become more general, and should include coal districts, in which we too often have to witness miserable exhibitions of neglect, extravagant use of fuel, and great wear and tear of materials. To compare a bad case with a good one, I have watched a large pumping engine in the north, which raises water from 105 fathoms deep, in 12-inch lifts, at $7\frac{1}{2}$ strokes per minute, with a consumption of 20 to 25 tons of slack *per day*. A similar amount of work is done by an average Cornish engine with from 2 to $2\frac{1}{2}$ tons. The coal is, doubtless, in the former instance inferior, but the result shows that there *are* engines in the country consuming upwards of ten times the quantity of coal that is needed for the work accomplished!

At the beginning of the century, it was proposed by Bull, to omit the heavy beam, or *bob*, which constitutes a great part of the dead weight of the common pumping engine, to place the cylinder over the shaft, and connect the piston-rod, working through the bottom, directly

with the main rod of the pumps. The Bull-engines have been erected at many mines, but have failed to compete with the others. Of late years, several have been established at collieries in this country and abroad, but their effective performance is doubtful. Another modification is just now in fashion in the coal districts, although condemned, after long experience, in Cornwall, viz., that of inverting the cylinder and placing the beam below it. But the piston-rod can hardly upon this system be so well lubricated, nor the stuffing-box kept in equally good condition, and the asserted saving in the building of the engine-house seems at best to be a very questionable piece of economy.

The fearful loss of life occasioned by the fracture of the main beam at the Hartley Colliery, has been the cause of further attention paid to that part of the engine; and several methods of substituting wrought for cast iron have been applied. At Clay Cross, the beam of the new 84-inch engine is formed of two slabs of rolled iron 36 feet long, 7 feet deep in the centre, and 2 inches thick, the two braced by strong cast-iron distance-pieces bolted between them, the whole beam weighing 32 tons. At North Seaton and Cambois, near Newcastle, and at East Caradon, and other mines in the west, beams have been variously built of boiler plate and angle-iron; but it yet remains to be seen, what mode of construction will best ensure that rigidity which cast iron, with all its faults, must be acknowledged in a high degree to possess.

CHAPTER XVI.

LIGHTING OF THE WORKINGS.

THE collier, in descending to his work, seldom needs to carry a light through the shaft. A few seconds, when the machinery is good, or minutes where it lacks power, are sufficient to land him at the bottom, either in the dense gloom of a pit eye, rendered barely visible by a candle, or a safety-lamp, or, according to the circumstances of the colliery, in a busy scene of activity, well lighted by oil lamps or even by gas. Here, or at some station not far in-by, he will light up, and, after a little delay, in order to accustom the eye to the darkness, proceed on his inward way.

The lamps of the well-known classical form, of which the Romans have left us numerous examples in bronze and *terra cotta*, survive in many of our modern underground workings, but especially in the metal mines of the Continent. In the collieries more generally their form has been changed to one with a globular, cylindrical, or conical oil-holder, and with a much smaller wick than would be used in the Roman lamp. The Scotch and some of the Saxons employ a little metal oil-lamp, with a hook on one side, by which it may be attached to their cap when travelling in low places on hands and feet, or when climbing ladders. In pits about Mons, in Belgium, an oblate form is preferred, resting upon a strong iron spike, by which it may be fixed into wood, or into the coal itself, at the required point of work. Lamps of this kind may be constructed to give a very tolerable light with vegetable oils, at the

cost of from three farthings to one penny for eight hours. Within the last two years, lamps for burning petroleum and paraffine oil have been proposed, and a splendid light has been obtained, but coupled, in the examples which I have tested, with a disagreeable odour very objectionable in narrow excavations.

Our English colliers (as also some of those in Saxony, &c.) have more commonly been lighted at their work by tallow candles, which, for ordinary work, are from twenty to twenty-five to the pound, but for fiery collieries, used to be so thin as to weigh thirty and even forty to the pound. The candle is either fixed in a holder, with a spike at the end, or is attached by soft clay to the place whence it best throws a light on the work; if it be used in a draught of air, a shield of wood is placed behind it to prevent its "swealing." Before the successful introduction of the safety-lamp, it was the regular practice to test the presence of fire-damp in the working stalls and in the wastes by the appearances of the flame of a candle; and skilful, steady-handed pitmen acquired such a readiness in thus trying the gas, that they would sometimes almost play with it when standing within a hair's-breadth of destruction. The slim candle is for this purpose neatly trimmed, and then held out, shaded by one hand, so that the top of the flame can be more clearly watched. On being advanced gradually upward in a place where fire-damp is lodged, the flame is seen to elongate, and to assume a blue colour, more or less pure, according to the nature of the gases present; sometimes, indeed, if the carburetted hydrogen be much mingled with carbonic acid, nitrogen, &c., the "cap" of the flame will exhibit a grey or brown tint; and such variations will be fre-

quent in the mingled impurities of the "return" air-courses. As some varieties of fiery gas are "quick" in comparison with others, it needs a cool head and unswerving hand to lower the candle again with the requisite stillness, when once it had shown too dangerous a cap. It seldom happens that the candle is now used for this purpose, unless to test the presence of the enemy in places capable of storing only a small quantity.

Towards the end of the last century, when it was attempted more and more to work in places infested with fire-damp, various substitutes for the old method of lighting were tried. The reflection of the sun's rays from a mirror was capable of throwing a sufficient light forward for some little distance from the shaft for the accomplishment of certain work about the pit-eye, but was inadequate to penetrate far into the workings. A premium attached to those men who could work best in the dark, for driving some dangerous place into which no candle could be taken. The steel-mill was then invented by Spedding, of Whitehaven, and acquired a considerable popularity. In this instrument a disc, with periphery of steel, is made to rotate rapidly by means of cog-wheels and a handle, whilst a sharp flint is held against the steel edge, and a succession of sparks is given off, which yield a feeble irregular radiance. One person had to turn the mill, whilst another plied the pick; and yet, in spite of its costliness, its miserable glimmer of a light, and its having distinctly caused several explosions, no other means of illumination could be employed; and it made so many friends, that even in 1822 it is described by a pitman as "an excellent instrument to travel dead waste with, because,

when in the hands of a judge, it discovers, by its various shades of light, where gas is, and where it is not." *

The occurrence of very serious explosions in the county of Durham in the year 1812, led to the establishment of a Society for the Prevention of Accidents in Coal Mines, at whose meetings in Sunderland, in 1813, Dr. Clanny, of Newcastle, exhibited his first lamp, intended to give light in an explosive atmosphere, and of which a description was published in the Philosophical Transactions. In October and November, 1815, his lamp was tried in a fiery pit, whilst that of Sir Humphrey Davy is stated to have been first tested in practice only on the 1st January, 1816. But although thus early in the field, Dr. Clanny afterwards judiciously modified his lamp by applying to a part of it the invention of Davy.

This great philosopher first visited some of the collieries in 1815, and, after an elaborate series of investigations, during that year and 1816, perfected the lamp which was to be so great a boon to the mining community. It would be out of place here to refer at length to the successive steps of the inquiry which established the fact, that flame cannot be passed, except under pressure, through a wire gauze containing six, seven, or eight hundred holes to the square inch, and that hence the explosive mixture might ignite inside a gauze cylinder without communicating the flame to the gas outside it. The standard which was fixed on as the safe limit was a gauze with 28 iron wires to the linear inch, or 784 apertures to the square inch. A lamp of $1\frac{1}{2}$ inches to $1\frac{5}{8}$ inches diameter was at once found to be safe in the most inflammable air of the pits, so long as atten-

* "The Pitman's Infallible Guide." Newcastle: 1822.

tion was paid to the caution which he inculcated, that it must not be exposed to a rapid current, or allowed to become red-hot from the combustion of the gas within it. Mr. Buddle showed that it thus became unsafe if exposed to a current of more than 3 or 4 feet per second, and Dr. Pereira proved that flame could be passed through the gauze, if the lamp were subjected to a sudden jerk. It is hence manifest, that, as stated by Davy himself, this is an instrument of perfect security only in careful hands, and that it should be guarded by a shield when exposed to a rapid current of explosive air.*

In the long series of years that have elapsed since the first safety lamps were sent down to the northern coalfields, a very small number of accidents has been traced to the lamp itself, and many of the alleged cases are doubtful. Its thorough efficacy has been daily tested, not only where it is employed for inspecting the working-places the first thing in the morning, or for travelling-places of known risk, but in many instances for the working of a large portion of, or even the entire area of a pit. And, indeed, it is like an effect of magic to pass, with the safety-lamp in hand, into a fiery stall or along the edge of a goaf, and to walk unscathed in the midst of an explosive compound, whose deadly power would dash you to pieces if there were but a wire awry in the gauze. Abundance of warning is given by it; and as the quantity of gas increases, the flame, at first elongated by a blue cap, flashes into an explosion within the lamp, more or less fierce according to the mixed nature of the air. When the carburetted hydrogen is mixed with common air in the ratios of from

* Attention has of late been re-directed to this source of risk, and several modified lamps have been brought forward in consequence.

1 to 4 parts, to 1 to 12 parts, it is highly explosive; whilst below and above that proportion it burns quietly. But if the fire-damp burn in it until the gauze becomes red-hot, it is time to withdraw the lamp steadily from the place, or to extinguish it either by dipping it gently into water, or by drawing down the wick with the trimming wire.

The chief objection to the Davy lamp consists in its small amount of light, which leads the colliers, who are paid by the quantity of coal which they cut, to substitute, when they imagine they are safe, the open light of a candle, or of the lamp, with the gauze removed. So many serious accidents have arisen from this cause, that a vast number of modifications of the original lamp have been brought forward, some for the purpose of obtaining a fuller light, others with the object of so locking the gauze to the lamp, that the colliers shall be unable to take them asunder, or shall only do so with the certainty of putting out their light, or of being detected.

It would occupy too much space to describe the various contrivances which have been proposed for these purposes, but it is essential to notice a few of the safety-lamps which have come into extensive use.

1. The ordinary Davy-lamp, as most commonly employed in this country, A, Fig 38. The cylinder of iron wire gauze is fixed to a brass ring, which screws on to the oil-vessel. Its upper portion is double, in order to guard against the effect of the heated gases passing off from the combustion. It is guarded externally by three strong wires, or rods, attached at the top to a metal roof, above which the loop is placed for carrying or suspending the lamp. A thin wire, for trimming the wick, passes up through a close-fitting tube from the

bottom of the oil-vessel. It is commonly locked by a bolt, turned by a simple key, till its head is sunk even with, or below, the surface of the metal where it is inserted. A part of the circumference is sometimes protected by a curved shade of tin or horn, made to slide upon the protecting bars. The usual cost is 6s. 6d. to 7s. 6d., and the weight about 1 lb. 6 ozs.

2. Clanny's lamp. The lower part of the gauze is replaced by a cylinder of thick glass, well protected by vertical bars. The feed air has to enter the lamp through the gauze above the glass; hence, what with the imperfect combustion, and the thickness of the glass, the light given off is not much greater than that of the common Davy, whilst the weight is double; and the risk alleged to attend the use of the glass, has added to the objections made to its common employment.

3. Lamp by Dubrulle, of Lille. This is a Davy, provided with a locking-bolt, so connected with an arm which lays hold of the wick, that if the oil-vessel be unscrewed from the gauze cylinder, the effect is to draw down the wick and extinguish the light. This and other analogous contrivances would be efficacious if the men could be prevented from taking with them lucifer matches; but as long as it is in their power to strike a light at will, the only real detection which has been applied seems to be a Belgian method of locking with a pin of lead, which, when put in its place by the lamp trimmer, has a device punched upon it. The lamp cannot then be opened without breaking the pin.

4. Stephenson's lamp, B, Fig. 38. The "Geordie," as it is called after its inventor, George Stephenson the engineer, is made of rather larger diameter than the Davy, but has the additional safeguard of a glass cylinder.

surmounted by a cap of perforated copper within the wire gauze. The feed air enters by a series of small orifices below the cylinders; and, in order that the light may burn well, it is important to hold the lamp, or suspend it, when at work, in a perpendicular position,

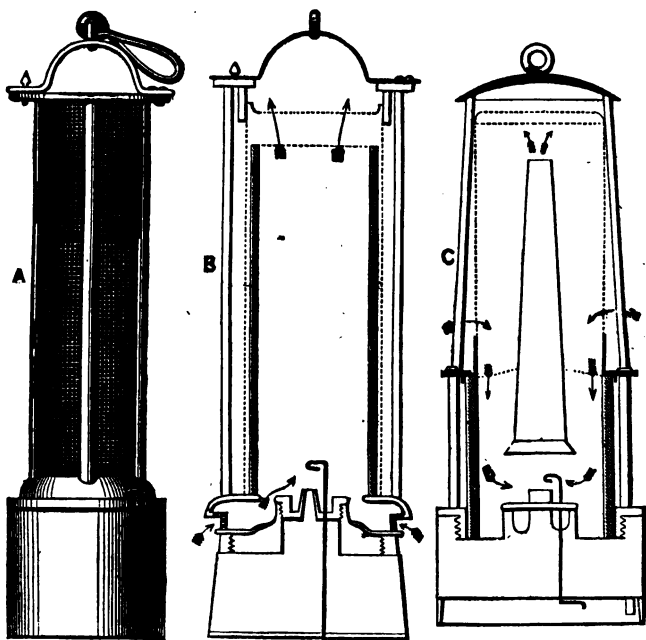


Fig. 38. Safety lamps. Scale, one-third true size.

A, Davy's, in elevation.

B, Stephenson's, in section.

C, Mueseler's.

In the sections the dotted lines are wire-gauze, the parts shaded with oblique lines are glass, the strong black lines sheet metal. The arrows represent the direction of the air-currents.

and to guard against these small feed-holes being clogged with oil and coal-dust. The glass is a preservative to the wire-gauze, and even should it be broken, leaves the lamp still safe. It is moreover free from the risk of overheating, since, when the air becomes highly

explosive, the light goes out. A good many of these lamps are employed in certain British collieries, and when carefully treated and watched, give good results,

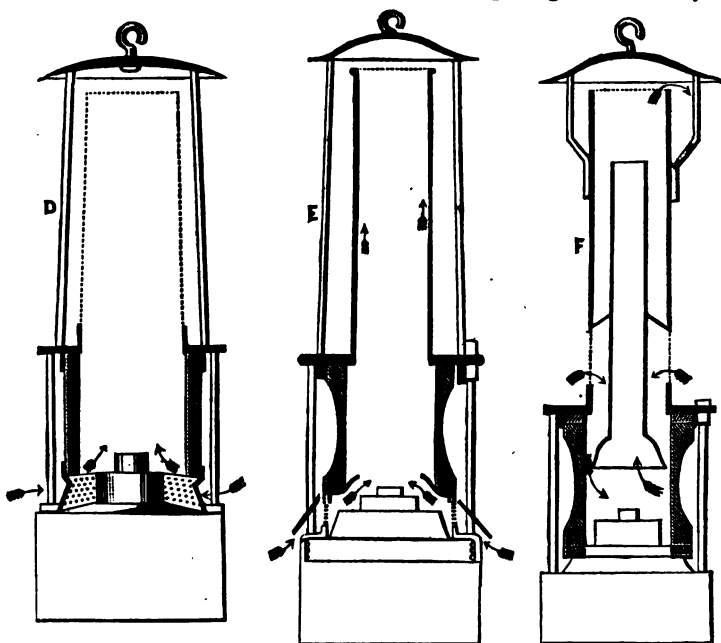


Fig. 39. Safety lamps. Scale, one-third true size.

D, Boty's.

E, Eluin's.

F, Eluin's Mueseler.

The dotted lines are wire-gauze, the parts shaded with oblique lines are glass, the strong black lines sheet metal.

which compensate for the extra weight and cost as compared with the Davy.

5. Boty's lamp, D, Fig. 39. A royal commission, appointed in Belgium to take into consideration the means of lighting fiery collieries, recommended, in addition to the simple Davy, this and the three following. In Boty's a good light is given through a short glass cylinder,

surmounted by a wire-gauze chimney, the feed air being admitted through a series of minute perforations a little below the level of the flame. The same precautions must be taken with regard to these minute orifices, as in the Stephenson. I have seen these lamps in use near Charleroi, where the agents expressed themselves well satisfied of their security, if the cylinder be made of properly annealed glass.

6. Mueseler's lamp, c, Fig. 38. This consists also of a glass cylinder below, and wire-gauze above ; but, by the insertion of a central metal chimney opening a short distance above the flame, so strong an upward draught is produced by the heated gases, that the feed air is drawn briskly down from the wire gauze, and passes by the inside of the glass to the wick, thus keeping the glass cool, and insuring a superior combustion. Upwards of 20,000 of these lamps are said to be in daily use in Belgium, and I am assured by M. De Vaux, engineer-in-chief, that no accident has been traceable to their failure, although they have now been introduced for many years. The glass is of course subject to fracture, and its average life is eighteen months. The full light which they give, removing, as it does, the temptation of opening the safety lamps, is a strong point in their favour ; and they have been employed with success by Mr. Lancaster, at collieries in Lancashire, and by Mr. Tylden Wright, at Shireoaks in Nottinghamshire. At the latter colliery, where they have been introduced for nearly five years, and are charged 5s. 3d. each, I learn that for six months 383 Mueselers had been in daily use, and consumed 1 gallon of refined rape each. In that period 69 glasses had been broken. A great convenience is, their not being affected by an amount

of draught sufficiently strong to blow out the common Davy; and some viewers hold it to be an advantage, whilst others object, that it goes out when the air becomes highly explosive.

7. Eloin's lamp, *e*, Fig. 39. This arrangement, proposed by M. Eloin, of Namur, about 1850, admits the air through a ring of wire gauze under an argand cap, surrounding the wick. Above this, the light is given off through a glass cylinder, formed in such a curve externally as to diffuse the rays. The upper part of the lamp surmounting the glass is a brass tube, covered at the top with wire gauze. A brass reflector slides up and down the protector bars, serving both to throw the light downward when needed, and to guard the glass against dropping water. An admirable light is given by the Eloin, but it requires to be carried in careful hands, since it is very apt, in rapid movement, to be suddenly extinguished.

8. Mueseler's lamp, modified by Eloin, *r*, Fig. 39. The combination of the principles of the two above lamps is clearly seen in the section.

With regard to the employment of safety lamps, there can be but one opinion of their value in testing the condition of the working-places before the men are admitted to them of a morning, and in the examination of those parts of a colliery not visited by the ordinary collier, where fire-damp may be expected to be present.*

* Although it is not as yet used in practice, I would draw attention to the ingenious "fire-damp indicator" of Mr. Ansell, of the Royal Mint, in which the *diffusion* of gases is made to point out by an index hand on a dial the proportion of fire-damp in the air. One form of instrument is contrived to release a detent and ring a bell; another intended, like an aneroid, for the pocket, is capable of detecting 1·5 per cent. of gas. The Davy lamp detects the presence of about 3 per cent.

But, as respects their introduction throughout the workings of a pit, the question is somewhat complex. It is apt to be the case, that if one precautionary measure be fully installed, another is neglected,—that when safety lamps are adopted for the entire operations of a mine, the ventilation is no longer a subject of the same attention; and unless there exist good local reason for it, it is obvious that the protection by wire gauze against present fire-damp is a less desirable kind of security than that of drowning the enemy in a full ventilating current, and sweeping him bodily away. Where the gas, however, is not merely given off continuously from the surfaces of freshly-cut coal, but bursts out from time to time in sudden blowers, the general use of safety lamps is imperative; and on such occasions, when for a short time the best ventilated workings may be “fouled,” or rendered explosive, the lives of all in the pit will depend on the proper condition of the lamps, and on the obedience to discipline of those men who are interposed between the point of outburst and the exit to the surface. Similarly, in the working of pillars, where, with the movement of the ground, fire-damp may exude either from the roof or floor, or may be forced by a fall from the magazine in which it has been collecting, safety lamps are indispensable. It commonly occurs, that although such may be the case in portions of a colliery, other parts, and especially the ordinary narrow work in whole coal, may be safely conducted with open lights. Here it will be necessary to fix on certain limits within which safety lamps alone are to be employed, and to make it a stringent rule that no naked light be allowed to pass beyond a definite point in the roads. In Fig. 19, the bords, on the north,

are worked with candles, the pillars, adjoining the goaf, with safety lamps; a special door is fixed upon as the place, beyond which no open light is allowed to be carried; and the course of the ventilating current, led backward and forward three times, as seen by the arrows in the figure, is so contrived as to guard against any communication of gas from the dangerous portions to the bords.

In no department of mining is a strict discipline and attention to orders so momentous as in this,—the question of lighting. The misplaced confidence, which is the result either of ignorance, of hardihood, or of long impunity, has led to the sacrifice of thousands of colliers, the innocent often suffering with the guilty; and among the most useful of the innovations of the governmental inspection is, that of giving authority to the code of rules to be established for every pit, and thus of protecting the majority of the men, the steadier workers, against the few reckless ones, who, choosing to act for themselves, steal in secret the luxury of their pipe, or some extra light, at the risk of their own and their comrades' lives.

CHAPTER XVII.

VENTILATION.

It needs no argument to impress on those who know the necessity of ventilating our public and private rooms, that it is in a high degree essential to take thought for the replacement of vitiated by fresh air in the low and often-complicated chambers of coal mines,

where many men and horses are engaged in hard work, and where numerous lights, with gunpowder smoke and dust, aid in contaminating the atmosphere. But, in the workings of a colliery, additional causes come into play; a slow, yet constant change takes place in the surface of the substances exposed to the air, and the general result is, the absorption of oxygen; a large amount of watery vapour requires removal; the poisonous gas, carbonic acid, is frequently given off; and, more commonly, the insidious fire-damp, or carburetted hydrogen, exudes from the surfaces of the bared coal, or sometimes bursts from it in violent jets. The amount of air required for the health and safety of the men will therefore vary much in different localities, according to these unequal conditions; and whilst, in some cases, the slightest movement of air may suffice to keep a small colliery salubrious, in fiery coals worked over a large area an actual whirlwind must be forced through the principal passages in order to sweep away the noxious exhalations.

Notwithstanding the undoubted phenomena of the diffusion of gases, their intermingling in the chambers and drifts of mines is only partial, and the specific gravity of the gaseous bodies is practically a very important guide in testing their presence, and enabling them to be dealt with. Thus, carbonic acid (CO_2), with a specific gravity, as compared with air of 1.524, tends to occupy the deeper parts of excavations, and renders it unsafe, when they have been disused, to enter them without precaution. Sulphuretted hydrogen (HS) here and there evolved continuously, very poisonous, but readily detected by its offensive smell, is also slightly heavier than air; carbonic oxide (CO),

most deadly, but occurring rarely from natural causes, is 0.970. Fire-damp, or light carburetted hydrogen (CH_4), the *grisou* of the French miners, has a specific gravity of 0.555, and is therefore commonly found to float along the upper portion of levels, to escape of itself from workings carried downhill, and to lodge in hollows or the higher parts of excavations. If mingled with air in the proportion of $\frac{1}{30}$ th to $\frac{1}{12}$ th, it may be detected by the "cap" on the flame of a candle or lamp. If in larger proportions, it becomes explosive, and is most violent when it forms $\frac{1}{4}$ th or $\frac{1}{5}$ th of the mixture. The presence of carbonic acid greatly reduces the explosive property. When there is as much as $\frac{1}{4}$ th of the gas, it burns without explosion, and a still larger proportion causes suffocation. In fiery seams it may be observed exuding from the freshly-broken surfaces with a hissing sound; and if in large quantity, as with "blowers," or sometimes near faults, with a rushing noise, like the steam from a high-pressure boiler. Under these last circumstances it will rise through a column many yards high of water, and numerous accidents have occurred through a forgetfulness of this property. Some of these blowers will be exhausted in a few minutes, others will last for years,—like that at Walisend, which gave off 120 feet of gas per minute—and may be then piped off and burned at the pit bottom. The evolution of the gases from the coal is greatly affected by the pressure of the atmosphere, a notably larger amount being emitted when the barometer is low; and hence that instrument becomes a useful adjunct in judging of the amount of ventilation needed at different times.

For the due ventilation of a colliery, it is therefore



not sufficient to supply air enough for the breathing of men and horses and the burning of lights ; but we must provide for the sweeping away of the products of breathing and combustion, for the removal of the gaseous results of blasting and of the decomposition of vegetable and animal matter ; for the cooling of the excavations where the temperature is high partly from depth and partly from chemical change ; and, lastly, for the dilution of the gases exuding from the coal.

In round numbers, 100 cubic feet of air per minute may be required for the health and comfort of each person underground, or for 100 men 10,000 cubic feet ; but if fire-damp be given off—say at the rate of 200 cubic feet per minute—we should need at the very least thirty times that amount of fresh air to dilute it, or 6,000 cubic feet in addition. Increase the number of men and liability to gas, and 40,000 or 60,000 cubic feet of air may be indispensable for safety. Hence, we may point out once for all that no system of pipes can ventilate a mine, and that the large volumes of air required must be introduced through the drifts or workings themselves.

The subject now divides itself into two parts—first, the production of a current or “draught ;” secondly, the distribution through the workings of the current so produced.

A spontaneous ventilation is produced by natural causes, which may always greatly assist, and, in some cases, may be sufficient for all purposes. To account for this on the simplest principles, let us observe what happens in summer and in winter with a diagrammatic working connecting two shafts of different depths.

The temperature of the rock is found, as we descend,

to increase 1° Fahr. for about 60 feet of depth. Hence the air in workings of moderate depth will be in summer cooler, and in winter warmer, than the air at the surface. And as air expands in warming—and we know by Mariotte's law that the pressures of the gases are in an inverse ratio to their volumes—the colder

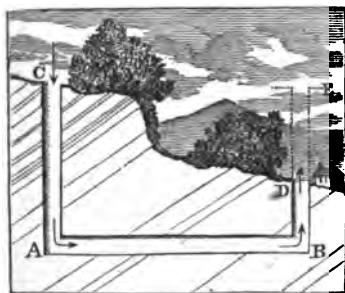
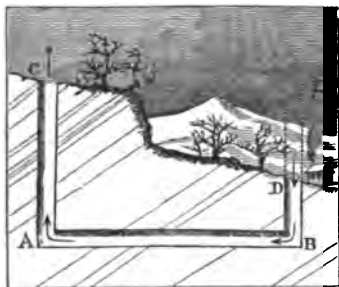


Fig. 40.

column will press upon and displace the warmer. If, then, we compare the two cases, we shall find that in summer (Fig. 40) the deep shaft AC compared with a column, BE, of equal height in and above the shallower shaft will be the cooler and heavier of the two, and will establish a current in the direction of the arrows. In winter the effect will be reversed, and the warmer air will be expelled from the top of the deeper shaft.

But at certain seasons—and especially if the shafts are not very dif-

ferent in depth—there will be equilibrium between the two, or, in other words, the ventilation will be checked or cease.

Under these circumstances we may artificially increase the difference of temperature—which is in fact the measure of the ventilating power—either by build-

ing a tower to lengthen the column of one of the shafts, or by lighting a fire in it for the purpose of expanding and lightening the air.

In early days it was usual to build a stack over the pit, and to attach to it a furnace accessible at the surface through doors; and in small pits, either this mode, or that of suspending a fire-lamp in the shaft, may perform useful service; but if a really large volume of air be required, we must heat the full height of the column in the upcast shaft, and by good brick lining, and prevention of the dropping of water, obtain a maximum effect in the greatest possible difference of temperature between the upcast and downcast shafts. Under favourable circumstances, spontaneous ventilation may be made to pass many thousands of cubic feet of air per minute through a colliery; but where the pits are deep and in good order, the quantity may be enormously increased by the application of a furnace at the bottom, or, if it be needed, by two, or even three, ventilating fires playing into the same shaft. For this purpose a furnace is usually placed in the plane of the seam, from 5 to 10 feet in width, and with fire-bars about 6 feet in length; the arch is built in fire-brick, and well isolated from the coal, the height above the bars being 3 to 5 feet, and below them 3 to 4 feet.

From the furnace to the shaft a gently-inclined passage—the *furnace drift*—leads the flame and heated air upwards; whilst if the return air be apt to be *foul*, it may be led through a higher passage—the *dumb drift*—into the shaft at such a height above the mouth of the furnace drift as to secure the gas from firing, and the furnace will then be fed either with a safe portion of the returns, or with a “scale” (a small

current) of fresh air from the downcast shaft. For perfect combustion, the coal should be thrown on frequently, and should form a thin fire; and thus an average temperature of 140° to 160° Fahr. may be ob-

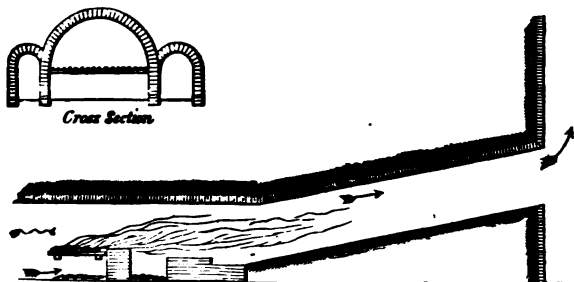


Fig. 41. Ventilating furnace, in longitudinal and cross section. Scale, $\frac{1}{4}$ -inch to 1 foot.

tained in the upcast shaft, which, if we take an average of 60° in the downcast, will give a difference of 60° or 80° Fahr., on which the ventilating power may be calculated.

The quantity of small coal consumed in such furnaces varies from 2 to 5 tons per twenty-four hours; and the volume of air passed—which may be from 15,000 to 150,000 cubic feet per minute—depends in a great measure on the diminution of the resistance offered by friction in the workings.

In order to obviate some of the short-comings of the common furnace, such as the difficulty of increasing its power when circumstances demand it, and the interruption of its work caused by cleaning, new furnaces have been erected at Hetton, at the suggestion of Mr. John Daglish, which are 26 feet in length, so as to allow either the shifting of the place of the fire, or its increase; whilst by a series of doors, the admission of

* V. paper by Mr. Daglish. Trans. North. Inst. Min. Eng. Vol. ix.

the air may be regulated according to conditions, either above or below the fire-bars. The enormous volumes of air actually circulated by these means, and the facility and certainty of its action, have obtained for the furnace a decided preference in all our deep British pits.

A vast number of mechanical contrivances have been employed in mines sometimes for forcing in air, but more commonly for drawing it out from the workings, and thus establishing a constant current. It would need a volume fairly to describe them, and we can here only glance at a few of those which have been most largely applied in practice.

The **WATERFALL**, formed by turning a special stream into the downcast shaft, or by allowing the pump-cisterns to run over, is a useful auxiliary, especially for driving in air after an accident.

The **AIR-PUMP**—employed at a very early period in the mines of the Hartz—has been, on a magnified scale, adopted at many collieries, especially in Belgium. It has generally had pistons working in cylinders of from 6 to 10 feet in diameter, placed sometimes vertically, sometimes horizontally. The valves have had to be complicated from being very numerous, and from being fitted with counterbalances, attached by light levers, in order to diminish the resistance. A great diminution in friction has been obtained by making the piston in the form of a gasometer, plunging with its sides in a ring of water. This latter plan has been carried out on the largest scale in Mr. Struvé's ventilator, now working at many collieries in South Wales. His piston is a close-topped wrought-iron bell, of 12 to 22 feet in diameter, working up and down in water; and by means of ranges of

valves above it and below, placed in the walls of the piston-chamber—drawing in, and forcing out, air at each up and each down stroke. The action will readily be seen from the adjoining figure, in which the piston is making its down stroke. These machines are usually composed of two such pumps, worked by a steam-engine, and are capable of giving a theoretical amount

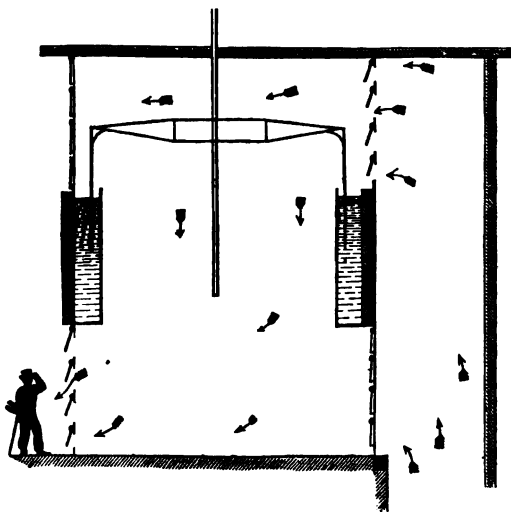


Fig. 42. Struvé's ventilator. Scale, $\frac{1}{4}$ -inch to 10 feet.

of 20,000 to 100,000 cubic feet of air per minute. Their cost is about £200 per calculated 10,000 cubic feet. Horizontally-working pistons in prismatic chambers were erected in 1828 by M. Brisco, near Charleroi, and on a larger scale by M. Mahaux in 1861. One applied to the colliery of Monceau Fontaine, by Scohy, in 1861, was capable of extracting 45,000 cubic feet per minute. These are all greatly exceeded by Nixon's ventilator,

now working at the Navigation Pit, near Aberdare. Its sheet-iron pistons—30 feet by 22 feet, or no less than 660 feet area each—are supported on wheels traversing on rails a stroke of 7 feet. The chambers are fitted, as in Struvé's machine, with flap valves 16 inches by 24 inches, and 672 in number. At nine

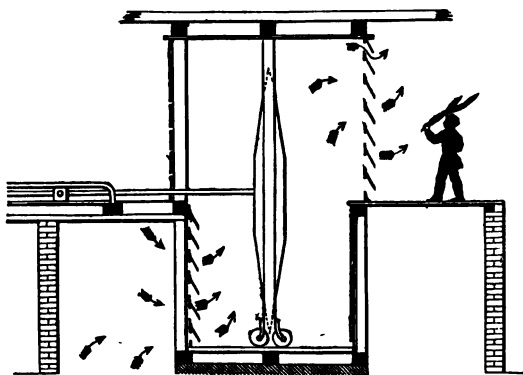


Fig. 43. Nixon's ventilator, Aberdare. Scale, $\frac{1}{2}$ -inch to 10 feet.

strokes per minute, the theoretical quantity of air expelled would be 166,000 cubic feet per minute; but a large reduction has to be allowed for leakage.

FANS.—These instruments, with straight radial vanes, were abundantly used in the German mines in Agricola's time, about 1550. Similar machines on a larger scale, 8 to 22 feet in diameter, vertical or horizontal, have been applied at several collieries; but from their leakage, and the considerable velocity needed, have not given very good results.

M. Guibal, of Belgium, has, within the last five years, devised and erected several examples of an im-

proved fan of from 20 to 28 feet in diameter, and 6 to 10 feet wide. The figure shows its form and the great improvement of casing it in, and providing a slide valve to a part of the casing to meet the varying con-

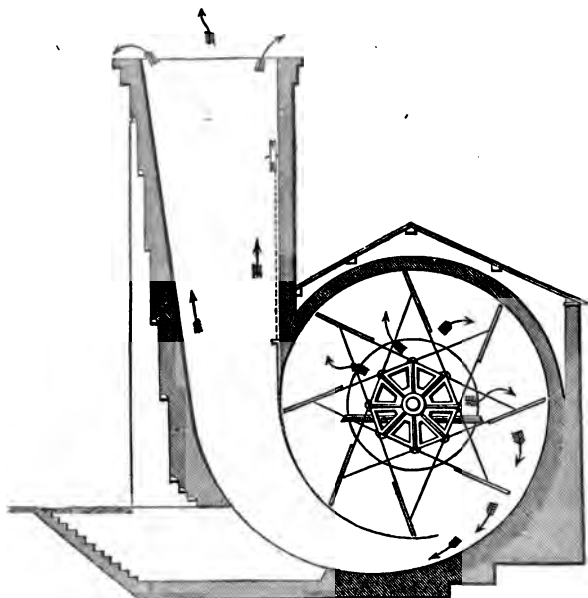


Fig. 44. Guibal's fan. Scale, 1 inch to 20 feet.

ditions of a mine. The stack, expanding outwards, is stated to counteract to a great extent the loss due to the high velocity given to the air by the vanes; and experiments made on the machines erected at Bully-Grenay, near Béthune, and Montceau-Fontaine, near Charleroi, have shown a useful effect of 30 to 50 per cent. from the steam in the cylinder, and 60 to 70 per cent. of the force transmitted to the axle.*

M. Lemielle has devised a very ingenious ventilator,

* Several Guibal fans are now at work near Newcastle (1866).

now at work in many Belgian and French pits, and at Ashton Vale, near Bristol, where it has acted satisfactorily for above ten years with very little necessity for repairs. Within a large cylinder of brick, wood, or sheet-iron, a smaller drum is placed excentrically, and

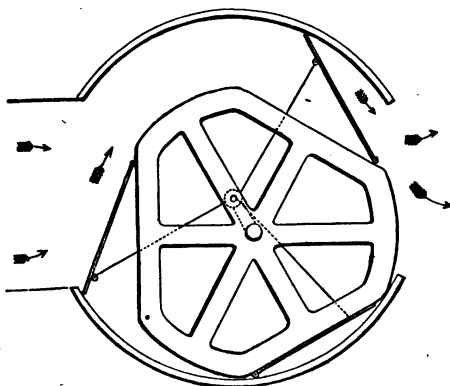


Fig. 45. Lemielle's ventilator.

made to revolve. On the surface of this drum are two or more valves or shutters, which, by means of iron rods moving freely round an elbowed axis in the centre of the large cylinder, lie close to the drum in one part of the revolution, and open out in another. The section shows by the arrows how the air will thus be expelled by the shutters as they approach the point of outlet.*

Fabry's machine is another—on the fan principle—much approved on the Continent. Two axes, each fitted with three very broad blades (6 to 10 feet), revolve in opposite directions, and each blade is formed with a cross arm, so curved as to give close contact during revolution, and thus prevent communication

* The last six years have been fruitful in the erection of several large Lemielles in this country, and of sundry other machines on the centrifugal principle, as those of Waddell, Lambert, &c.

from within to the external air. Above half of the circumference of these fans fits closely within a casing of brick or wood, and the foul air, when the machine is employed for exhaustion, is taken by the blades on approaching the lower part of their circle of revolution, is carried on each side outward, and ejected on passing the upper limit of the curved casing. The moderate velocity at which it may be driven, and its durability, have obtained this machine a good name.

Little more than a dozen years have elapsed since a vigorous attempt was made, under the impulse of a most injudicious parliamentary committee, to substitute for the furnace the mechanical action of steam jets. The subject was elaborately tested in practice by Messrs. T. E. Forster, Nicholas Wood, and others, and it was clearly shown that high-pressure steam, generated either at surface or underground, and allowed to escape from a series of small jets—say thirty to forty in number, and from $\frac{1}{8}$ th to $\frac{1}{4}$ th of an inch in diameter—was capable of doing good service, especially as an auxiliary at times of accident; but was utterly unable to compete in economy with the furnace.

In selecting our ventilating power, it must be remembered that the great object is to obtain a large volume of air at moderate velocity, and that on this account most of the simple fans, and certain other classes of machine which have to force the air through insufficient valve room, give it an unnecessary velocity, which, in other words, means increased resistance, or diminished ventilation.

Furthermore, that whilst the furnace exerts its fullest advantages in deep and dry upcasts, to which the air travels through roomy windways, the mechanical ven-

tilators may be most properly applied at pits where these conditions are reversed.

Let us now consider the distribution of the air through the workings, remembering that without due attention to its details we may have a storm of ventilating wind in the shafts, and yet a deadly stagnation in the interior; or one portion of the pit safe and wholesome, another foul, and verging on explosion.

First of all, the means of carrying the air current up to or near the place where the men are employed, consists in cutting a drift or windway across from one working spot to another, and as we

advance, closing the old openings by doors, or *stoppings*, so as to force the air through the required passage only. To take a simple case:

Fig. 46 represents a pair of levels driven a short way out from a shaft divided by brattice into D and U, the downcast and upcast portions. The pillar between the levels is holed through by a "thirl" at A, when the drift-ends are advanced but little beyond that point. Subsequently, when B has been thirled, a *stopping* is put into A either by brick and mortar, or stowed rubbish, or both; and similarly when C has been opened, B will be closed.

If, however, a thoroughfare for the men be required, so that a *stopping* is inadmissible, a door, or—where the ventilation is important—two doors, or even three, are put up, so far apart that a

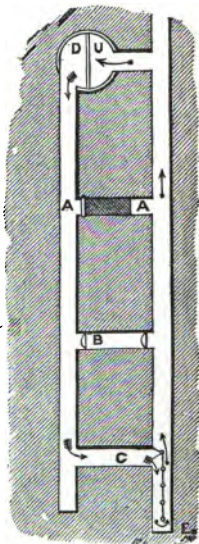


Fig. 46.
Scale 1 inch to 80 feet.

horse and trams can pass the one and have it closed after them before the second is opened. Thus, loss of air is avoided, and the tendency of the current to take the shortest way to the upcast is checked. Indeed, a watchful eye must always be kept on the *intake* current D O, which constantly presses upon the barriers which divide it from the *return* E U, and leaks through all available openings, to the diminution of the ventilation in the inner workings. Doors and stoppages, therefore, require constant attention, or by a trifling leakage at each of them, a ventilating current powerful enough at the beginning of its run, may lose all its force ere it reaches at half a mile or a mile or two distance, the locality where it is really needed. If, meanwhile, the coal should be so fiery as to render it dangerous to proceed above four or five yards without extra precaution, *bratticing* is employed as a temporary measure until the next thirl is holed. Thus, supposing in the Fig. 46 the end E alone is dangerous, a range of upright posts is erected between roof and floor, from the side of the pillar B C to within a short distance of the face at E, and brattice boards are nailed to them, dividing the level into two parts, and making the current travel as represented by the arrows.* A light door is generally added for the passage of the men or horses and trams. These features are shown in the section of the working of a 7-foot seam, Fig. 47, where the air passes up close to the man on the left, and then turns behind the brattice.

A single current may thus be carried to the various working places, and brought back to the same or to

* For temporary purposes a useful brattice-cloth is largely manufactured by Mr. Darcy Lever, of Bolton.

another shaft; whilst if the power be great, the air-ways roomy, and the doors and stoppings in good order, it will be maintained for a length of several miles without serious loss. If the form of the works be such as that shown in Fig. 21, as a variety of "long-wall," a stream of air starting each way from the downcast-



Fig. 47.

shaft will simply and effectually ventilate the mine. But the same method, generally applied as it used to be, years ago, to more complicated workings, is highly objectionable: it would leave the mass of the openings inside of the working "bords" *dead* or stagnant; it would needlessly carry fire-damp from dangerous to otherwise safe places, and the body of air which in the morning went down into the pit fresh and pure would take till night to drag itself along some twenty or thirty miles of drift, and would visit all its later scenes of work overheated, clogged with dust and smoke, and laden with impurities.

Spedding, about 1760, introduced the *coursing of the air* by twos or threes through the whole of the opened passages, and soon afterwards all the chief northern viewers recognised the importance of shortening the runs, and obtaining larger volumes. For this it would be needful either to have more shafts, and work, as it were, several separate mines, or—what is more suitable when the shafts are ample enough—to *split the air*. This latter plan, by which a number of separate currents are obtained, is perhaps the greatest

improvement effected in the airing of pits, and when combined with the division of the area into panels or districts, has the advantage of confining danger, or the results of accident, within narrow limits. Take the case of a colliery having 12-foot shafts, and air-ways of 4 feet by 5 feet, or 20 feet area; the shaft having 113 feet area will be fully adequate to pass the air required, not for one or two such air-ways, but for at least five. Each may then ventilate a different district, and they may be brought together again either at the upcast shaft, or into certain roomy return air-ways approaching it. As we increase the area or number or power of the shafts, so the number of the splits may be increased, and since the resistance varies directly with the length of the road which the air current has to travel, and inversely as the sectional area of the passage, it is manifest that if the runs are shortened, and the air-ways increased in size, the same ventilating power will pass a larger volume of air. Reference to Fig. 19 will show this arrangement in a portion of the working of a large colliery. But the balancing of these splits requires nice management, or the air would tend to desert the longer for the shorter runs, and where inequalities in the length exist, it is necessary to put in regulators, which, checking the entry of the air into the shorter, may force it into the longer runs. It is upon such principles that some of the northern collieries succeed in passing through their workings the enormous volumes of from 150,000 to 300,000 cubic feet per minute.

When the workings assume this complicated form, the number of doors to be tended by trappers is nevertheless greatly diminished; but frequent *crossings* have to be made where one air-current is carried across the

course of another (*see* Fig. 19, c). Thus, the "returns" are generally made to mount over the intake drifts, and are divided from them either by timber or brick arching, or boiler-plate (as at Kirkless Hall), or occasionally—for extra security—by being carried up to some height in the solid measures, so as, in the event of explosion, to prevent the risk of one passage being blown open into the other.

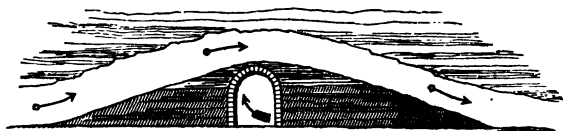


Fig. 48. Air-crossing.

It is observable that in the more serious accidents from explosion a great majority of the sufferers lose their lives, not from the actual violence or fire of the blast, but from suffocation by the deadly after-damp consisting of the products of combustion. Most fearful is this when dependence has been placed on a bratticed shaft, the brattice is shattered, and the air passing down one portion and up the other, leaves the workings *dead* or without air, and the poor fellows who may have escaped the force of the actual explosion fall victims to suffocation. But independently of bratticed shafts, the same evil occurs in a modified form in every colliery, and due attention has very rarely been shown to so laying out the works, that in case of a blast sufficiently heavy to blow out the doors and shake down the lighter class of stoppings, there may still remain between the downcast and upcast shafts a sufficiently long course of unbroken air-current to afford a better chance of escape to the colliers, who can flee thus far

from their working places. In Fig. 46 (p. 215), it may be seen how, if the stopping at A or the doors at B are blown out by explosion, the air would take that shorter course, and the inner workings be laid dead; and an examination of Fig. 19 will show the same result more forcibly. The further the two important shafts can be separated, the longer will be such independent air-course to which the men may escape. An upcast pit to the rise may often come in usefully in this way; but no general rule can be laid down, because a shaft so situate may often be so much shallower than the other as to form a less efficient furnace-shaft; and in cases of this kind—if the depth of the rise pit be too small for good ventilation by this means—it becomes a question whether a mechanical method would not be preferable.

The quantity of air which passes is measured by taking the sectional area of a drift, and multiplying it by the velocity in feet per minute, to obtain the number of cubic feet circulating in that time. The velocity is obtained either by observing the rate at which a puff of powder or tobacco smoke travels along a measured distance, or by an anemometer. The instrument most frequently used in collieries is that of Biram, made in two sizes, 6 inches and 12 inches diameter, by Davis, of Derby, which by wheel work and index hands registers the number of feet of air in tens, hundreds, and thousands, which have passed through it in a given time. M. Combes, and within the last year, Mr. Casella, of Hatton Garden, have devised for this purpose a smaller and more delicate instrument, depending for its results, like the former, on the revolution of a wheel fitted with light vanes.

In order to test the different densities of the currents on opposite sides of a brattice, a door, or stopping, a manometer or water-gauge is employed. This, although it gives no criterion of the amount of ventilation, is very useful for comparisons, as giving a measure of the resistances, or of what is technically called the *drag* of the mine, and distinctly pointing out any unusual obstruction such as may be caused by a fall of roof in the air-ways.

The above brief sketch, although not pretending to go into the details of exceptional circumstances, may, I trust, be sufficient in a general way to set forth the principles and practice upon which the ventilation of our larger collieries has been brought into so high a position of effectiveness by the skill and perseverance of the leading coal-viewers.

CHAPTER XVIII.

COLLIERY ACCIDENTS AND THEIR PREVENTION.

THE melancholy fact that from 900 to 1,100 persons are every year killed in our British coal mines, forcibly attracts attention to the inquiry, what proportion of these numerous accidents are due to preventible causes, and how far a part of them are inseparable from the dangerous nature of the collier's occupation. When a catastrophe of unusual magnitude occurs, public feeling is aroused, newspaper articles are written, and parliamentary inquiries are set on foot; but the majority of the accidents are little noticed, except in the immediate vicinity, and they take place at points so remote and

so widely distributed, as to show that the main difficulty in dealing with them rests in the necessity of keeping up an unceasing watchfulness among many thousands of men, workmen as well as managers.

It has resulted chiefly from the excitement caused by the more destructive explosions, that several volumes have been published, filled with important evidence given before Committees of the Lords and Commons in 1835, 1848, 1852, and 1854. Furthermore, since the Mine Inspection Act in 1850, and the appointment of inspectors under the Home Office, now twelve in number, a vast amount of valuable information is afforded in their published reports, especially in the analysis of the chief accidents which have taken place in the year. By this means not only are principles and details of practice laid down and confirmed, but many of what may be termed accidents from unforeseen causes, are so set before us, that a diligent study of their descriptions ought year by year to diminish their occurrence. It is sometimes objected to the Government inspection that the number of casualties is not diminished; but it should be borne in mind that the quantity of coal annually extracted has been so largely on the increase that, if with a nearly doubled production, and of course with a much greater number of hands, the sum total of deaths has not increased, the results of the system cannot but be considered as successful.

The careful perusal of these documents is strongly recommended to all who are interested in colliery operations, and from their detailed explanations it will be seen that not a year passes without accidents arising from an infraction, wilful or accidental, of rules which have been laid down as being generally applicable.

The following are the General Rules which it is the duty of the inspectors to obtain compliance with:—

1. An adequate amount of ventilation shall be constantly produced in all coal mines or collieries, and ironstone mines, to dilute and render harmless noxious gases to such an extent that the working places of the pits, levels, and workings of every such colliery and mine, and the travelling roads to and from such working places shall, under ordinary circumstances, be in a fit state for working and passing therein.

2. All entrances to any place not in actual course of working and extension, and suspected to contain dangerous gas of any kind, shall be properly fenced off so as to prevent access thereto.

3. Whenever safety lamps are required to be used, they shall be first examined and securely locked by a person or persons duly authorised for this purpose.

4. Every shaft or pit which is out of use, or used only as an air-pit, shall be securely fenced.

5. Every working and pumping pit or shaft shall be properly fenced when operations shall have ceased or been suspended.

6. Every working or pumping pit or shaft, where the natural strata, under ordinary circumstances, are not safe, shall be securely cased or lined, or otherwise made secure.

7. Every working pit or shaft shall be provided with some proper means of communicating distinct and definite signals from the bottom of the shaft to the surface, and from the surface to the bottom of the shaft.

8. All underground self-acting and engine planes on which persons travel are to be provided with some proper means of signalling between the stopping-places and the ends of the planes, and with sufficient places of refuge at the sides of such planes at intervals of not more than twenty yards.

9. A sufficient cover overhead shall be used when lowering or raising persons in every working pit or shaft where required by the inspectors.

10. No single-linked chain shall be used for lowering or raising persons in any working pit or shaft, except the short coupling chain attached to the cage or load.

11. Flanges or horns of sufficient length or diameter shall be attached to the drum of every machine used for lowering or raising persons.

12. A proper indicator, to show the position of the load in the pit or shaft, and also an adequate break, shall be attached to every

machine, worked by steam or water power, used for lowering or raising persons.

13. Every steam boiler shall be provided with a proper steam gauge, water gauge, and safety valve.

14. The fly-wheel of every engine shall be securely fenced.

15. Sufficient bore-holes shall be kept in advance, and, if necessary, on both sides, to prevent inundations in every working approaching a place likely to contain a dangerous accumulation of water.

In addition to the above general rules, the following regulations are provided :—

That no boy under 12 years of age be employed in mines, with the exception of boys between 10 and 12 who have certificates as to education and school attendance, and that a penalty of not more than £10, nor less than £5, be inflicted for every false certificate.

That steam engines in certain cases are not to be under the charge of persons under 18 years of age.

That the Secretary of State have power to appoint inspectors of mines, but that no land agent, or manager of mines, be allowed to act as inspector.

That the inspector have power to inspect the different parts of the mine at all reasonable hours.

That owners of mines produce maps or plans of mines to inspector ; and, if owners do not produce maps, &c., the inspector may then require them to be made.

That notice of accidents in mines be given, within twenty-four hours after occurring, to the Secretary of State, under a penalty of £20.

That every coroner holding an inquest upon the body, give notice to the inspector of the district in which such accident happened, so that he may attend and watch the proceedings.

That notice be given to the inspector when any mine is abandoned, or when a new working has commenced.

That owners or agents of collieries who may neglect to provide general or special rules, or violate any of the special rules, shall be subject to a fine not exceeding £5, or imprisoned, with or without hard labour, for a period not exceeding three calendar months.

That every person obstructing the inspector in the execution of his duty be liable to a penalty not exceeding £10.

That any person defacing notices, &c., be liable to a fine of 40s.; certified copies of special rules to be evidence.

That it be the duty of every inspector to make a report of his proceedings during the preceding year, on or before the first day of March in every year, and transmit the same to one of her Majesty's principal Secretaries of State.

That wages be paid to persons employed in mines, or their representatives, in money, and that, when payment of persons employed in mines is by weight, &c., an account be kept.

The various districts are more or less subject to different kinds of accidents according to the nature of the coal and its roof and floor, the method of working it, and the general intelligence of the managers and men; and thus whilst certain tracts are found to sacrifice on the average one life for every 60,000 tons of coal raised, others more favoured in some of the above conditions, lose only one for 150,000 or even 188,000 tons.

The following table, taken from the Official Reports, will show the number of deaths from different causes in the collieries of the several districts of the twelve inspectors for the year 1864, with the gratifying fact, in the absence of great explosions, of a decrease from the numbers for 1863 and former years.

Name of district.	Explosions.	Falls of roof and coal.	Deaths in shafts.	Miscellaneous, underground.	At surface.	Total.
1. Northumberland, Cumberland, and North Durham ...	7	30	9	11	12	69
2. South Durham	3	30	16	24	16	89
3. North and East Lancashire	5	33	13	10	3	64
4. West Lancashire and North Wales	10	43	28	19	10	110
5. Yorkshire	6	27	15	3	4	55
6. Derbyshire, Nottingham, Leicestershire, Warwickshire.....	11	30	9	14	2	66
7. North Staffordshire, Cheshire, and Shropshire	22	13	11	5	3	54
8. South Staffordshire and Worcestershire	12	51	16	3	6	119
9. Monmouthshire, Gloucestershire, Somersetshire.....	6	33	13	12	3	67
10. South Wales	6	67	6	18	8	105
11. Eastern Scotland	1	23	6	2	2	34
12. West Scotland	5	15	11	4	...	35
Lives lost in coal-pits in 1864 ...	94	395	184	125	69	867
And in the ironstone mines of the coal measures	7	43	28	14	4	96
Total lives lost in 1864 in the mines under inspection.....	101	438	212	139	73	865

Let us pass to a review of the more prolific sources of accident :—

1. *Falls of roof*.—These are occasioned especially in high seams, by the removal of the upper portions of the coal, more particularly when the whole thickness, as for the most part in South Staffordshire, is taken at one working. In other cases they arise from careless holing or undercutting, without due attention to sprags or props, or from the sudden detaching of bell-moulds, or lumps of ironstone, or masses of shale from the roof. In general these falls can only be guarded against by limiting the size of the excavations, and setting timber in sufficient quantity and in the most judicious manner. When the ordinary colliers are not practised or apt at this work, it is important that it should be carried out by duly qualified deputies. In some parts of the country an unfortunate system prevails of employing *butties*, or contractors, who, intent on getting the coal at a certain price, are prone to neglect the precautions which cost money, and which thus diminish their profits. In the long-wall workings, where the fall of the roof has for a stranger a most threatening appearance, nogs and pack-walls as well as single punch-props aid in giving the men security, but when the roof is treacherous, hourly caution needs to be exercised by the managers and supervisors; and whilst in some cases the premature removal of props may be dangerous, in others the omission to remove some of them will cause an irregular fracture often attended with serious results. Whatever the method of work, let there be no lack of prop-wood; and to prevent neglect caused by the colliers' grudging the time which would have to be

devoted to it, let such wood be cut for them in proper lengths, and carried near to their places of work. It is no less lamentable to note the great loss of life from supineness and blind confidence with respect to the roof, than it is wonderful to see what may be done, for a limited time, by a few well-set sticks of timber in the midst of crush and pressure that appear overwhelming.

2. *Explosions of fire-damp.* — According to the abundance of gas, the form of the excavations, and the efficiency of the ventilation, explosions may be either quite harmless, or may injure only one man or a few men in a single locality, or in the worse cases may flash forth with such lightning speed and fury as to leave not a man alive.

Certain coals, for example, are so fiery that when the air-current is brisk enough to render the experiment safe, you may with your candle, every now and then, set the gas alight on the freshly cut surface, and it will flash and flicker away for a few inches or feet in length. But woe betide the experimenter if there be any roof-cavity or unventilated corner near, in which a quantity of the explosive "damp" may have accumulated. If only there be plenty of air, such a bord or end may often be safely worked with candles, but the men should be provided with a wet cloth with which they may dash out the fire; and at the famous Wallsend pits small cannon have been used with advantage for extinguishing the flame by concussion, in case of its catching at the open lights and being more serious than ordinary. The safety-lamp is, however, now commonly used under such circumstances; and yet even with this safeguard, when for economy's sake the

coal is got by blasting, there is great risk of a flame being lighted which may communicate with other places or set fire to the coal. Presence of mind—a virtue often wanting—may in the outset extinguish a flash of this kind, which if not instantly combated may soon become very serious. A fire produced in this manner, or by the spontaneous combustion which arises in the small coal of certain seams, in a short time produces such a smoke and “stythe” that it can only be approached on the windward side, and frequently makes it needful to retire to some distance and bar off or isolate the district. In such cases dam-doors, the frames of which have been prepared beforehand at suitable spots in the main drifts, may perform excellent service. Perhaps these are nowhere seen to greater advantage or more practically useful than in the great under-sea collieries of Whitehaven, where the Earl of Lonsdale has judiciously had the lintels, &c., of dam-doors prepared in the stone drifts between faulted districts of coal.*

In the last chapter we have treated of the methods of ventilation in practice where due attention is paid to that vital subject; but we have here two questions to answer, viz., why is it, that with so many examples of what can be well done, a large part of our collieries should be in a condition far from satisfactory? and how does it come to pass that every now and then a hecatomb of victims has been sacrificed in a pit supposed to be a model of efficiency? To these we may reply: 1st, that thoughtlessness and opposition to discipline among the men, and ignorance of principles

* In August, 1864, I had the opportunity of seeing how promptly efficient dams were thus put in to isolate the workings of the new, or Forster's district, where the gas had fired in the dip drifts.

and of good practice, with parsimoniousness, among the masters and managers, are far too common; and 2ndly, that the sources of accident are so numerous, and often so obscure, that no amount of precaution can be expected to obtain perfect security. Though neither men nor owners are open to the sweeping charges of recklessness often brought against them, we must expect, as long as we find so commonly among the pits' company careless, unsteady, or over-daring rule-breakers, and collieries managed by a shopkeeper or joiner, or half-educated young "gentleman," a nephew of the owner, that accidents will occur, which would be certainly preventible under better auspices.

My own experience on this latter head, obtained from close inquiry for the Government into the causes of several heavy explosions, before the system of inspection was commenced, and from frequent visits to collieries in most of our districts, is strongly confirmed by the often-repeated statements of the inspectors, that a great amount of good would be effected by local schools having a technical aim. And yet, strange to say, although it is a subject involving the health and life of 300,000 persons directly employed in our coal mines, no approach has been made, except at Bristol, Wigan, and an abortive attempt at Glasgow, to supply that kind of suitable knowledge on mechanics, the nature of gases, &c., which, if it cannot be extended to the mass of the colliers, is at all events so desirable for the overmen and their deputies.*

In what concerns the ventilation, a dangerous state of the mine may arise as follows:—

* The new educational course opened at Newcastle in 1871 is at last a good step in this direction.

1. Absence or deficiency of ventilating power in the shafts.

2. Injudicious plan of workings, or inattention to doors, stoppings, size of air-courses, &c., whereby an abundant current at the shafts is lost before it gets to the faces of work.

3. The insecure position of goafs, or wastes, or even small lodgments for gas, with reference to the air-currents which have to travel past men who are using open lights.

4. The absence of sufficient bratticing in the bords or drift ends.

5. Dependence on too many doors.

6. The occurrence of falls in the air-ways or working drifts.

7. The interruption of the ventilating current, by repairs in the shaft, by drawing water, or by the furnace or wind-machine going wrong.

8. A sudden change of weather, especially a turn of wind to the south-west, with lower barometer and higher temperature.

9. The emission of gas by blowers, or by bursting in from roof or floor, in such quantity as to overpower the ventilation.

In this latter case the use of safety-lamps can alone give security, and since their introduction brings into play a new set of conditions, it is imperatively needful to draw up special rules regarding them, and in the interest of the owners and the bulk of the men to visit severely all the infringements of regulations which close surveillance can detect.

We cannot do better, in order to show what are the requirements in connection with the use of safety lamps,

than quote the Special Rules as laid down for the extensive colliery of Seaton Delaval, under the able management of Mr. T. E. Forster.

1. In every part of the said colliery, where the pillar working or broken is in operation, stations will be fixed upon by the viewer, where each workman's safety lamp will be examined and securely locked.

From those stations no workman is to take a safety lamp for use in the pillar working or broken, without its having been examined and securely locked by the overman, inspector, or deputy.

The overman and inspector to have full power to direct the workmen how to use their safety lamps during the time of working; and it is particularly enjoined that every workman strictly attend to such directions. No lamp to be used on which there is not a tin shield. None but the overman, or similar officer in authority, to be allowed to carry a lamp key.

2. Should any accident happen to a lamp whilst in use, by which the oil is spilt upon the gauze, or it be in any other way rendered unsafe, the light to be immediately extinguished by drawing the wick down within the tube with the pricker; such lamp to be directly taken out to the station where the lamps are examined, and not to be again used until after having been properly examined by the overman, or other responsible person, on the in-by side of which station towards the broken workings, no candles are to be taken.

3. Should any workman using a safety lamp detect, by the usual indications, the appearance or presence of fire-damp, he is first to pull down the wick with the pricker, as before-mentioned, and then to retreat to the lamp station and give information of the same to the nearest responsible person, it being strictly forbidden for any workman to continue to work in a place where such indications have been observed by him; and should the flame continue in the interior of the lamp after the wick has been drawn down, the lamp then to be cautiously removed, and no attempt whatever to extinguish the flame by any other means to be adopted by the workman.

4. Every hewer, putter, or other person, to whom a safety lamp is intrusted, is hereby strictly prohibited from interfering in any way whatever with the lamp, beyond the necessary trimming of the wick with the pricker. The lamp in no case to be hung upon the row of props next the goaf or old work, and not to be nearer the swing of the gear, on any occasion, than two feet.

5. Should any hewer, putter, or any other person whatever, in charge of a safety lamp, in any case lose his light, he is to take it himself to the station where the lamps are examined, to be relighted,

examined, and locked by the overman, or some other responsible person, before being again used.

6. It is expressly directed that any person witnessing any improper treatment of the safety lamps by any one, shall give immediate information to the overman in charge of the pit, so that a recurrence of such conduct may be prevented by the offending party being brought to justice.

7. Any person found smoking tobacco in any part of the said colliery where the safety lamp is used, or with a tobacco pipe found in his possession, will be liable to be taken before a magistrate. No matches, under any pretence whatever, to be taken down the pit.

8. No putter, pony-driver, helper-up, or other person, is, under any pretext, to carry a lamp during his work, except in special cases, where the parties have leave to do so from the viewer. Lamps will be hung along the going-roads, to afford sufficient light for the performance of the work.

9. Every person using a safety lamp to receive the bottom part of the same himself from the hands of the lamp keeper then in the pit. The gauze to be taken home at the end of each shift, by the person using it, for the purpose of having it properly cleaned before being again used.

10. Any person acting contrary to the above instructions will be liable to be taken before a magistrate, in order that the lives of the workmen employed therein may be duly protected. And any person informing against any offending party or parties will, in every case, be handsomely rewarded. No riding on loaded cages except under special arrangement. Signals, see Act of Parliament.

11. The hewer that keeps his safety lamp in the best order for a quarter of a year, will be entitled to a premium of 5s.; and for the second best 2s. 6d. The putter to be entitled to 2s. 6d. for the same length of time.

It is a moot point whether the men should take home the lamp gauzes to clean, or whether it should be done for them by the colliery. But we cannot fail to reprobate the neglectful plan pursued in some mines of throwing upon the colliers the burden of purchasing their lamps, and thus exposing them to the temptation of buying cheap and unsafe gauze. Nor can one think without ire of the dirty, oily state of the battered Davy that one has seen in some of the colliery offices of

central districts, kept for a safeguard (?) in case of fire-damp being feared as an occasional visitor.

3. *Accidents in Shafts.*—The breakage of the rope or chain takes place rarely from bad quality, more often from too long wear and tear of the material. Sometimes a want of proper horns or arms to the drum, or a settlement of the ground at the shaft top, may throw the rope on to the axle, and thus sever it. Any inequality in the surface of the rope-roll which makes the rope lap irregularly, and thus communicates a heavy jerk to the weight in the shaft, is dangerous, especially with wire rope. So also is the adherence to small-size drum and pulleys. Many lives, again, are lost under the old system of raising the men in skips or boxes hanging free, particularly if they be suspended by two chains only. The introduction of cages and guides in the northern districts has greatly lessened the liability to this class of accident. Against the falling of stone, bricks, &c., from the sides, a good walling and occasionally overhauling and clearing from rubbish, with a bonnet or cover over the cage, are efficient protections. The numerous deaths from falling into the shaft, either from surface or from mouthings opening into upper seams, may be in great measure prevented by the use of light railed doors or wickets which guard the orifice until the cage comes up and lifts them out of the way for the time only during which access is needed. Overwinding, one of the most frightful of accidents, where the cage with its human freight is carried up violently against the pulleys overhead, is to be avoided by the employment of only the most trustworthy engine drivers, the use of the steam-brake, a sufficient height of pulley-frame, and

perhaps in some cases the use of the safety apparatus described above, in Chap. XIV. It will be seen that most of these casualties are preventible by the rooting out of the neglect and slovenliness which are so common, and by the employment of suitable and well-inspected apparatus.

4. *Holing into Old Works.*—A great risk is incurred in approaching old abandoned workings, sometimes from their containing fire-damp or carbonic acid, but more commonly from their having reservoirs of water ready to escape under great pressure, and certain, if incautiously tapped, to occasion a disastrous inundation. The danger is often sadly magnified from the lamentable and unbusiness-like absence of proper plans of the old works. It is recognised on all hands that the only prudent method of advancing under such circumstances is with bore-holes in front and flank, kept five or six yards a head of the working, and with tapered wooden plugs ready to drive in as soon as water is tapped. The subject of the registration of mine plans has often been mooted, and by some of the highest authorities, as essential for the preservation of life and property; but under the wretched notion of letting things alone, this humane precaution has never been adopted as a public measure. If such plans, drawn to the true meridian, instead of the ever-varying magnetic line, were deposited in some accessible office, many a valuable life would be saved.

5. *Miscellaneous Accidents.*—The liability of men and boys to be crushed and run over by trams and underground trains, and especially on inclines, must be met by strict discipline, and by providing separate travelling roads, refuge places, and sufficient signals. Many

accidents occur from people passing across the bottom of the drawing shaft, which are simply avoided by having a suitable passage at the side, and insisting on its being used. As to the casualties which occur from blasting, they ought to be entirely eliminated from the list: the firing of a shot in the coal, apart from the presence of fire-damp, entails no risk on careful men; and in sharp stone liable to strike fire, the use of bronze-headed tamping-bars and the safety-fuze should be generally adopted. The deaths caused by carbonic acid and after-damp are too often due to the want of thought or the ignorance of the sufferers themselves, and not unfrequently to the generous daring with which they have rushed forward to succour others. A better knowledge of the properties of the gases, greater caution in entering unfrequented places, and improved ventilation must be looked to for the reduction of this class of perils.

It may excite surprise that men should be found willing to confront so many dangers, coupled with hard work in cheerless gloom. But familiarity with subterraneous works shows a different side to the picture, and, although plenty of bad cases might be cited, the larger, well-managed collieries offer, as the life-statistics prove, by no means unhealthy working places. The gaseous enemies which invade them are invisible, and are therefore even too readily forgotten; and the work, though heavy, is simple, and requires very little expenditure of thought. Moreover, the wages are, in spite of strikes and associations, as a rule, very good, nay, in some cases exceedingly high, if men only choose to work, and have acquired the degree of skill which we find, even in coal-cutting, will greatly distinguish

certain hewers above others. Our Cornish miners, fagged by climbing, and by high temperature, contending with rocks of excessive hardness, and, after all, earning rarely more than £3 10s. or £3 15s. per month, offer a strange contrast to colliers of the North, who can commonly make their 6s. per day, and have often houses free of rent, and coals, and schooling for their children at a nominal charge; and to the Welsh colliers, who in a good stall of the rich Aberdare coal will get their 8s., or even 10s., a day.*

Truly, as contrasted with other men, the colliers in well-conducted pits have not so much to grumble over as they are made by their interested friends to believe; nor do the methods so popular among them of strikes and combinations, and proposals for interfering with the management, appear suited to gain them enduring safety and comfort. In and about the pits, especially, it is plain that the spirit of insubordination, and opposition to the masters and their rules, are inconsistent with the well-being of either party. And a ship in a storm, with all the sailors commanding, would not be in a more dangerous plight than a fiery colliery with its discipline sapped, and no one in full authority.

* To quote a special instance, the highest wage made in March, 1866, at the Navigation Colliery, Mountain Ash, was no less than 12s. 8d. per day for twenty-three days.

CHAPTER XIX.

DURATION OF THE BRITISH COALFIELDS.

THE astonishing increase in the consumption of coal within the last half century has kept pace with the advancement of various arts and sciences, and has necessitated a constant improvement in the methods and appliances used in its extraction. Our knowledge of the mineral resources of this and other countries has during the same time been placed on a footing so much more definite than formerly, as to excite in the reflecting mind, conversant with the heavy drain now making on our coalfields, a reasonably-founded anxiety as to their duration.

Contented security may in its ignorance of the facts assume, and persons interested in maintaining their own special trade, may represent that the coal-seams are "practically inexhaustible," and may stigmatise as "alarmists" those who would invite attention to the bearings of a question so vital to our immediate posterity; but a fair examination of the statistics above set forth, and of the local conditions of our coal-bearing districts, will show that at least the time for prudent forethought has arrived.

In the last few years, accurate surveys have shown the certain boundaries of most of our coalfields, formed by the actual rise to the surface of the ground of the foundation rocks, in and under which no coal at all is contained. In some other instances they exhibit a surface boundary, beyond which much may be hoped for,

but where in many cases the uncertainty and expense will greatly reduce the value of the extended territory, or, in other words, increase the average charge at which the coals will be raised.

Knowing, therefore, most of the edges, and pretty nearly the depth of all our recognised stores of coal, let us remember at what rate we are now digging them out. The amount of coal raised in this country in 1864 shows that, supposing 1,300 tons be obtained per foot thick per acre, out of 1,600 which it actually contains, there are now clearing out in every hour, day and night, for every day in the year, 4 acres of coal of 2 feet thick—1 acre every quarter of an hour! There can here be no reproduction, nothing to grow again; “we are drawing,” as an able writer* has well put it, “more and more upon a capital which yields no annual interest, but once turned to light, and heat, and force, is gone for ever into space.” How fares it with some of our best-known districts?—do they, or do they not, show symptoms of a change? In Shropshire the workings have passed away from the exhausted western side of the field to group themselves along the eastern: in Staffordshire, the famous Dudley seam will in a few years be as a tale that is told: in the great northern coalfield almost every available “royalty” is taken up, large tracts have been cleared out, and already projects are afoot for leaving *terra firma* and working out under the North Sea.

It must, then, be understood that the rapid exhaustion of certain districts, and the calculation of what coal remains, are not the speculations of theorists, but the fair deductions from weights and measures, ascer-

* Mr. Jevons, “On the Coal Question.”

tained with a great amount of practical care and discrimination.

I need not refer to the older estimates of the duration of our coalfields, for neither had the earlier writers any idea of the enormous future increase of demand, nor were they provided with the requisite data for reasonable approximations. It was only in the classical coalfield of Durham and Northumberland that the position and character of the seams were so well known to the viewers as to admit, many years ago, of approach to accuracy.

Mr. Greenwell, a colliery viewer thoroughly acquainted with the district, taking the quantity producible from each several seam, including what lies below the magnesian limestone, as well as *a width of two miles under the sea*, calculated in 1846 that 331 years would, at the then existing rate, exhaust the whole area. At that time only 10,000,000 of tons per annum of round coal were raised. In 1854, when the amount had reached 14,000,000, and a larger proportion of small coal came to be available, Mr. T. Y. Hall, also a member of the Northern Institute of Mining Engineers, estimated the duration at 365 years, but stated that it would be reduced to 256 years if the demand were to increase to 20,000,000. And now, since the output has in 1864 reached upwards of 22,000,000 of tons, and there is every reason to expect a constant increase of production, it is obvious that the time thus estimated must be greatly abbreviated, and that Sir William Armstrong, in calling attention to the rapid exhaustion of coal, in his address at Newcastle in 1863, based his argument on no unsound foundation.

In 1859, Mr. Edward Hull attempted the more

ambitious task of making a similar calculation for the whole of the British coalfields. As a laborious geologist on the Government survey, Mr. Hull had enjoyed excellent opportunities of learning the structure of several of the coal districts, but with respect to others had to rely on *data* of various authority. In each case he has measured the available area, has adopted from the sections an average thickness of workable coal, and deducted from the total quantity thus obtained an allowance (no doubt difficult to agree upon) for the denudation of the upper seams. A large fraction is then allowed for quantity worked out, and loss in future workings, leaving us a total amount in stock of about 80,000,000,000 tons for the entire kingdom. All the coal lying at a greater depth than 4,000 feet is excluded from this estimate as being beyond reach, but a very large area, amounting to an increase of one-third, is added to the coalfields, for extension beneath newer formations.

We may cavil at some of Mr. Hull's numbers, and disagree with his notions about the limit of depth, but his little book is a creditable summary of the chief features of our coal resources, and his approximate general estimate the only one which is so founded on facts as to deserve attention; whilst especially on the subject of reaching coal beneath the Permian and Trias formations, no previous author has approached it with the same amount of practical knowledge. When we pass from the descriptive part to the reasoning on the coal supply, we find arguments of a more questionable character, some of which have since been combated by Mr. Jevons in his clear and forcible work, "On the Coal Question," whilst others appear to have led to

false conclusions as to the rate of progression of the consumption.

It seems that in twenty years, ending 1860, the quantity of coal raised in Great Britain was more than doubled; but are we thence justified in believing that in the next following twenty years it will be again doubled, and so on in geometrical progression? On this view of the subject, little more than a century would see this country utterly deprived of the main-spring of its mercantile greatness. Manufactories without their motive power, iron-furnaces blown out, railway trains brought to a standstill, steamers replaced by sailing ships, our streets left to the gloom of oil lamps, and our firegrates empty,—such would be the dismal prospect of a nearly approaching time, could we give credit to such an inference!

I think, however, that the assumption is based on a fallacy, and that although the numbers for certain years appeared to fit such a conclusion, the increase to our production of from 2,000,000 to 3,000,000 of tons annually, serious as it undoubtedly is, will keep us within comparatively moderate figures for a long time to come, and at all events defer, as regards the country at large, the evil day for two or three centuries.* But

* In France it has been observed, that the production of coal has similarly been doubled after every period of twelve to fourteen years, thus:—

Year.						Tons.
1789	.	.	.	.	.	250,000
1815	.	.	.	.	.	950,000
1830	.	.	.	.	.	1,800,000
1843	.	.	.	.	.	3,700,000
1857	.	.	.	.	.	7,900,000
1863	.	.	.	.	.	10,000,000

but the Comité des Houillères Françaises think that the same rate of increase cannot possibly be kept up.

beyond this, it is a question whether even the present rate of increase of production can long be continued, and whether there are not causes at work which will tend to raise the price and limit the consumption. Our special position as the first manufacturing people depends in great part upon the cheapness of our fuel, and any considerable increase in price, as compared with that of other countries, would soon be deeply felt.* At present Belgium, France, and Westphalia are unable fully to compete with us; and English coal takes possession of the seaboard of the Continent, and in numerous cases ascends the rivers for long distances towards the centres of coal production of those countries. And sundry reasons may account for the fact. Nature has been bountiful to England not only in the quantity, but in the comparative regularity of the coal seams. In the best pits in France and Belgium the large, or *round*, coal is seldom more than 45 per cent. of the whole, and the general average is far less. The disturbed position of the beds also renders them more difficult to work, and involves an expense in the mere item of prop-wood alone of 9*d.* to 1*s.* per ton, whilst in many of our districts 2*d.*, in others 3*d.*, on the ton may be the average.

But if we are to be checked in the race, the mischief is likely to proceed in great part from an internal canker, from the irregularity and combativeness of the men. What with the peculiar socialistic views so common among them, and the facility with which their organisation, under skilful delegates, enables them to threaten their masters, the interferences, stoppages,

* For a masterly treatment of this important argument see Jevons's "Coal Question."

and interruptions to the working of collieries are becoming an evil of such weight as to constitute an additional charge on the ton of coal. It would be quite out of place here to discuss the subject at any length; but it must obviously be taken into account in forming an estimate of our power of production. It might be supposed from the frequent recurrence of strikes, that the colliers, as a class, are ill-paid; but when we find wages of from 5s. to 12s. a day—the rate for good hewers from Newcastle down to South Wales, we cannot but see that there are other large classes of working men in the kingdom, bringing equal skill and labour to bear upon their task, with a much less satisfactory result. The rate of payment is fairly brought to the test of experiment, being in most districts so much per tub or cart of known capacity; in the north, so much per score or per ton, and each pit having there a weighing machine, at which a man is commonly stationed to watch the weighing on behalf of the colliers.

If, therefore, with these inducements to steadiness of work, a skilful collier nevertheless joins in the strikes and agitation for short hours, weekly pays, with all the concomitant idleness, limitation of quantity to be got, exclusion from the pits of boys under a certain age, and various other interferences which may be more or less objectionable in different districts—that man is adding a weight against his own nation in the balance between ourselves and the foreign coal producer.

In a discussion on the duration of coal, we should bear in mind that it is one thing to obtain a certain amount of fossil fuel tolerable in quality, but dear from being wrought under difficulties, and another thing to

occupy our present position of raising the best qualities at the lowest prices. Most of our best districts are being stripped at a fearful rate : * the purest household coal of the north, the " Wallsend " of the London trade, the Dudley thick coal, the Wigan cannel, the Aberdare steam-coal—where will they be fifty years hence ? And yet there is no help for this ; and all we have to see to is that they are made away with to the best advantage. But the question follows : when the cream of our coalfields has thus been enjoyed, what have we to fall back upon to maintain, at least, our large production, even if we are unable to keep up a marked lead ? There will be the seams that are coarser in quality, that are thinner or deeper, and those about which there may be much uncertainty, as, for example, where it may be required to sink through overlying formations. A cloud of difficulties arises ; but there are rays of light around it : " dirty " coals will be more commonly treated by washing processes—thin seams now neglected will turn out useful ; for if we can already work 12 and 14-inch coals in Somersetshire, why should 2 feet be elsewhere called unworkable ? And then as to depth, the improvement of both pumping and winding engines is rendering that element of difficulty—within moderate limits—a matter of no very great import.

Here, however, we arrive at a topic fraught with much interest. In South Wales and Lancashire, in the coal measures, and in certain districts where the surface is occupied by the red sandstones of the Trias,

* In order rightly to appreciate the rate of exhaustion of the coal, we must add to the 110 millions of tons returned as raised, a further amount for wasted slack, barriers, faulty coal, &c., of probably not less than 30 millions of tons.

we may have coal seams below us at 5,000, 8,000, or 10,000 feet deep. Some of the authors above quoted think that the limit of accessible depth is 4,000 feet, beyond which the increase of temperature would prevent the possibility of working; but a considerable experience of deep mines induces me to believe that the difficulty of temperature may, by due appliances, be overcome to a much greater depth.

It is sufficiently well known that experiments made in the mines of various countries show that below a certain point of invariable temperature generally reached at 10 to 20 yards, the temperature of the rock and of water contained in it increases at the rate of 1° Fahr. for every 60 or 70 feet of descent.* The air which travels down into the workings is soon heated; but passing off, and thus cooling the walls of the excavations, and constantly replaced by fresh air from above, it enables work to be done with comfort in our deepest present mines. It must be admitted that the first opening of the levels or drifts at a depth of 1,500 to 2,000 feet deep is a hot task; but after finding the thermometer in such cases at from 75° to 88° in a close end, I have observed that when the air has once circulated beyond such points for a period of a few weeks or months, the temperature has sunk by so many degrees as to admit of further working with facility. The most remarkable case of this rapid cooling, with which I am acquainted, is at the Clifford Amalgamated Mines in Cornwall, where, in the 230-fathom level (1,650 feet from surface) the air (July, 1864) was 104° Fahr., and close to the issue of a hot spring of 122° ,

* The extreme variations of increment, except where thermal springs are present, are 53 feet to 88 feet for one degree Fahr.

even higher ; but where, in the 220-fathom level (1,590 feet deep), it was only 83°, although when first opening, a year or two before, it had been at 100°.

The late Mr. Rogers, at Abercarn colliery, in sinking a shaft in 1851, supplied compressed air to within a few feet of the men at work, which—as I tested at the time—in its escape from the pipe, cooled the pit bottom several degrees. No doubt, therefore, that what with a good ventilating power, and occasionally, it may be, by the aid of compressed air, the first winning works may be quickly reduced below the normal temperature due to the depth, and the subsequent workings be rendered comparatively cool.

It is not commonly known that in the province of Hainault, in Belgium, coal is working at the depth of 2,820 feet (860 mètres), at the colliery *des Viviers*, at Gilly, near Charleroy, and that one pit at the same place has been sunk to the serious depth of 3,411 feet (1,040 mètres). *

With regard to other difficulties offered by great depths, our present best methods of raising the water and coal are, no doubt, capable of dealing with a considerably greater depth than has yet been attained. For still deeper pits it may be suggested either that a plant of engines be established half way down, and the work thus effected by two lifts, or that reciprocating rods as in the *Fahrkunst* or Cornish man-engine may be fitted, as proposed by Méhu, and by Guibal, to bring up a constant succession of coal-tubs ; and although such modes have not as yet been made practically economical, we may rest assured that the same art of mining, to which the public is mainly

* Visiting this pit in 1871, the author found the depth to the bottom of a trial staple was 1,064 metres, or 3,489 feet.

indebted for the improvement of the steam-engine and for the railway, will not rest without further development of its appliances.*

If, then, as we have reason to assert, our better and more accessible coals are being so fast wrought out as to threaten an early change of conditions, what, it may be asked, can be done to prevent their exhaustion? Our home consumption *must* increase, if we are as a nation to advance in prosperity, and its only check will be from an increase of the price at which it can be delivered to the consumer. This, however, as compared with the cost of production abroad, will be the turning point in our progress. As regards our exports, which have risen since 1841 from $1\frac{1}{2}$ to above 11 millions of tons, constituting almost a tenth of our production, it has often been suggested, and by grave authorities, that a tax should act as a check; but such an impost would undoubtedly be open to serious objections. It has been held by certain writers that the exports are sure to diminish because other nations are developing their own coalfields; but a little attention to the statistics given above will show that during the very period of the multiplication, sixfold, of our exports, France, Belgium, and Germany have been increasing their output no less remarkably than ourselves. The fact is, that all the active nations of the world are every year requiring more coal than before, and a fair inference is that what goes abroad as well as what is consumed at home will be an increasing quantity, until a higher price per ton operates as a check.

* An interesting inquiry into this subject, with suggestions for new apparatus, will be found in Devillez, "*De l'Exploitation de la Houille à la profondeur d'au moins mille mètres.*" Liège, 1859.

But although we are thus carried away by the stream, it behoves us to take every precaution to navigate our craft in the best manner. There are many things in our individual and collective mode of treating coal mines which should be better looked to in the interest of those who follow us. We must admit that amid the pressure of competition, it is hardly possible to do otherwise than take out in the cheapest way whatever pays best; whence the strictures sometimes passed upon our wasteful procedures are, however true as regards the nation at large, scarcely just to individual workers.*

The great waste of small coal, although of late years less flagitious than formerly, is still a lamentable extravagance; for it is not too much to say that millions of tons of it are buried up annually, in gobs, stowage, crushed pillars, &c. The remedies which we may hope to see gradually applied, are as follows:—

1. The best selected mode of laying out collieries, both as regards freedom from crush and creep, avoidance of an excess of narrow or *'strait'* openings, and judicious direction of the bords or working faces.

2. The more general washing of smalls.

3. The extended use, partly by means of new forms of furnace, of slack and the smaller varieties of screened coal (*pease* and *duff*) for manufacturing purposes.

4. Employment of the best methods of coking.

* "Il est impossible en voyant cela, de ne pas pressentir qu'on va trouver à chaque pas les Anglais abusant des avantages naturels qu'ils rencontrent dans les gîtes houillers de leur pays."—Extract from a report. Burat, "*Matériel des Houillères.*" 1865. It is satisfactory to be able to inform our French critic that, at the colliery which suggested his remark, the state of things is already improved, simply in consequence of the increasing demand for slack for manufactories.

5. Improvement in the making of coal-bricks or "patent fuel," * and

6. Last, but not least, the application of coal-cutting machines, some of which appear to be verging close on practical utility, will be the advent of a saving that may give us years of prosperity.

A miserable sight it is too, to see a part of a seam, the "roofs" or "benches," as the case may be, when a parting becomes so thick, as to prevent the whole group of beds from being conveniently worked together, abandoned and left uncared for, with the probability that when the present generation has died out, there will be no sign to show that there is still lying there, neglected, a tract of what at some future day might offer a profitable working. And intolerable, again, it is to observe corners and plots of ground sacrificed on account of the inconvenient division of properties on the surface; when often the avarice or ineptness of some holder of surface fields operates as a bar to the regular working of colliery proprietors, and of course as an obstacle to the development of the national store.

It appears hardly credible, when we consider how easily these sources of sheer waste might be indicated in the maps, and when we remember the uncertainty and the danger to human life of approaching old workings, that no arrangement has yet been made for the registry and preservation of proper mining plans.

* The large proportion of *small* in the Belgian and French coal has led the continental colliery proprietors and machinists to devote much attention to the manufacture of *briquettes* or *agglomérés*, which, when well made, meet with a large sale. Opinions at present vary as to the best method of cementing the coal fragments, and much stress is laid on the substitution, for pitch or tar, of farinaceous matter, as first, I believe, practised at Fünfkirchen in Hungary.

In no other country in Europe is there such a laxity in a matter of vital importance to our successors. Under the Inspection Act every colliery is bound to keep up plans on a certain scale; but how partial is the advantage, when at the end of a lease the documents are subject to be lost or destroyed! And unless the Government, on behalf of the nation, insists upon the deposition of duly guaranteed mining plans in a suitable office, and lessors and lessees co-operate in rendering available at a future day those tracts which the exigencies of trade prevent us from turning to present account, we remain open to the charge of an unworthy stewardship of the riches which a bountiful Nature has committed to our care.

INDEX.

Aberdare coals, rapid exhaustion of the, 70; colliers' wages at, 236.
 Accidents, from falls, 138, 226; by explosion, 145, 227; from breakage of ropes, 172, 233; statistics of, 221.
 America, coalfields of, 87.
 Ansell, his fire-damp indicator, 200.
 Anthracite, description of, 16.
 Asia, coal in, 98.
 Asterophyllites, description of, 33.
 Australia, coalfields of, 101.
 Austria, coal of, 84.
 Belgium, coalfield of, 76; deep pits in, 246.
 Bituminous coals, 17.
 Blasting of coal, 129, 235.
 Bord-gates, or up-hills, 126.
 Bords, dimensions of, 131.
 Boring, methods and expense of, 105.
 Boty's safety-lamp, 198.
 Brown coal, 19.
 Bucket-lifts of pumps, 178.
 Buddle, his improvements, 133.
 Cages, for shafts, 162, 172.
 Caking coal, 17.
 Calamite, description of, 32.
 Calow's safety cage, 173.
 Cambois pit, engine at, 184, 189.
 Candles, pit-, 191.
 Cannel, 18.
 Carboniferous limestone, 40, 68, 71.
 Carriage, underground, 146.
 Chaudron, his mode of tubbing, 119.
 China, early use of coal in, 100.
 Clanny's lamp, 193.
 Cleat of coal, 25.
 Coal, old meaning of the word, 1; employed by the Romans, 2; increase of consumption consequent on use of hot-blast, 10; statistics of Great Britain, 13; absence of re-

ceived definition of, 15; varieties of, 16; geological position of, 20; cutting and getting of, 129; carriage of, underground, 146; duration of, in Britain, 237; great amount wasted, 244, 248.
 Coalfields, of Durham and Northumberland, 45; Cumberland, 49; Scotland, 52; Yorkshire and Derbyshire, 55; Lancashire, 56; North Staffordshire, 58; Shropshire, 60; South Staffordshire, 61; Warwickshire, 62; Leicestershire, 63; Bristol and Bath, 64; Forest of Dean, 67; South Wales, 68; Ireland, 71; France, 72, 241; Belgium, 75; Prussia, 78; Austria, 84; British North America, 87; the United States, 89; Asia, 98; Australia, 101.
 Colliery workings of the North, 131; Lancashire, 134; other districts, 135—146.
 Conifers of the coal, 33.
 Conveyance underground, 146.
 Creep, destruction of coal by, 132.
 Curr, of Sheffield, his improvements in conveyance, &c., 147, 164.
 Cutting of coal, 127.
 Darby, Abraham, succeeds in smelting iron with coal, 7.
 Davy, his invention of the safety-lamp, 193.
 Dégousée, his boring operations, 107.
 Depth, of pits, at Dukinfield, 58; in Belgium, 76, 246; of boreholes, 107.
 Drawing of coal in shafts, 159; examples of, 163.
 Drum, for winding, 169; Fowler's, 156.
 Dubrulle's lamp, 196.
 Dudley coal, getting of, 136.
 Duration of the coalfields, 237.

- Durham, coalfield of, 45; mode of working in, 131.
 Duty, of steam-engines, 185, 187.
- Eloin's safety-lamps, 200.
 Engine planes, 157.
 Engines, for winding, 162; pumping, 184.
 England, coalfields of, 45—67.
 Exports of coal from Britain, 13.
- Faces of coal, 25.
 Fahrkunst, 175, 246.
 Falls, fatal results of, 138, 226.
 Faults, or troubles, 24; of the Northern coalfield, 48.
 Ferns of the coal measures, 34.
 Fire-damp, 204, 227.
 Flintshire, section of upper coals, 121.
 Fontaine's safety-cage, 173.
 Fourdrinier's safety-cage, 172.
 Fowey Consols, duty of engine at, 187.
 Fowler's clip-drum, uses of, 156.
 France, coalfields of, 72, 129, 138, 241.
 Free-burning coal, 16, 70.
 Furnace for ventilation, 207.
- Ganister floor, 26.
 Gas, introduction of, 8; early proposal to utilise, 51; various kinds in coal-pits, 203.
 Gin, horse-, 160.
 Grand Hornu colliery, 168, 169.
 Greenwell, Mr., on the Durham coal, 239.
 Guibal's fans, 211.
 Guides, or conductors, in shafts, 164.
- Hall, Mr. T. Y., on the Northern coalfield, 239.
 Halonia, 32.
 Head-stocks, 170; of iron, 171.
 Hetton colliery, furnaces at, 208.
 Holing the coal, 127.
 Hot-blast, introduction of, 9.
 Hull, Mr. E., on coal resources, 240.
- India, coalfield of, 99.
 Inspection, the Government, 222, 249.
- Jars, M., his account of the Whitehaven collieries, 51.
- Keene, Mr., statements on Australian coals, 102.
 Kind, Herr, his modes of boring, 107.
- Lamps, 190; safety, 193.
 Lancashire, coalfield of, 56; modes of working in, 134.
 Lemielle's ventilator, 213.
 Lepidodendron, description of, 30.
 Levels, driving of, 121; inclination of, 125.
 Lifting-pumps, 178.
 Lignite, description of, 19; of Germany and Hungary, 83, 85.
 Llanelly, upper coals of, 69.
 Long-wall working, 139.
- Main beam of engines, 188.
 Man-engine, 175, 246.
 Marco Polo, his account of coal, 100.
 Millstone grit, 40.
 Mollusca of the coal measures, 39.
 Monkwearmouth colliery, 46, 163, 165.
 Montceau, working thick coal at, 138.
 Mueseler's lamp, 199.
 Murdock, early use of gas, 9.
 Mushet, discoverer of black-bond, 11.
- Navigation pit, Aberdare, 130, 164.
 New Brunswick, coal of, 87.
 Newcastle, early workings at, 2; coalfield of, 45; its probable duration, 239.
 Newcomen, his atmospheric engines, 6, 161.
 Nixon's ventilator, 211.
 Nova Scotia, coal of, 87.
 Nyst's safety-cages, 173.
- Origin of coal, 41.
 Overwinding, accidents by, 171.
 Owen's safety-cage, 175, 176.
- Papin, inventor of the piston, 6.
 Parachutes, or safety-cages, 172.
 Pennsylvania, coal trade of, 92.
 Pick, varieties of, 126.
 Pillar working, 130, 133, 135, 137.
 Pittsburg, fine seam of, 91.
 Planes, engine-, in collieries, 157.
 Plans, neglect of registration of, 234, 249.
 Plants of the coal-measures, 29.
 Plunger pumps, 181.
 Post and stall work, 130.
 Potteries coalfield, 59.
 Price of coals high in Belgium, 78, and in France, 75.
 Prussia, important coalfields of, 78, 82.
 Pulley-frames, 170.

- Pumping of water, 176; engines, 184.
 Rails, first employed by the Germans, 146; improved by Curr and others, 147.
 Raising in shafts, 159.
 Reporting of steam-engines, 186.
 Reptiles of the coal period, 38.
 Roads, underground, 125, 142, 147, 157.
 Rogers, Prof., his account of American coalfields, 89.
 Roof of coals, 26; accidents from, 226.
 Ropes, 168.
 Russia, coal-measures of, 85.
 Saarbrück, important coalfield of, 79.
 Safety-cages, 172.
 Safety-lamps, 193; where necessary, 201; rules for use of, 231.
 Savery, his engine, 5.
 Saxony, coal of, 83.
 Scotland, coalfields of, 52.
 Scottish iron trade, 11.
 Seams, variation in thickness, 27, 67.
 Seaton Delaval colliery, 161, 171, 231.
 Shafts, form of, 109; difficulties of sinking, 110; lining of, 111; tubbing, 114; drawing in, 159; deepest now working, 246.
 Shireoaks Colliery, tubbing at, 118; winding, 168.
 Sigillaria, description of, 29; forming chief mass of certain coals, 83.
 Silesia, coalfields of, 81.
 South America, coal of, 103.
 Spain, coal production of, 85.
 Staffordshire coalfields, 58, 61; workings in, 136.
 Statistics of coal production in Britain, 13; of Northern coalfield, 49; of coals of Scotland, 54; of the central English fields, 63; of Prussia, 82; United States, 95; Saxony, 84; of accidents in coal mines, 221.
 Steam-engines, invention of, 5; underground, 158; for winding, 162.
 Steam-jet for ventilation, 214.
 Steel mill, of Spedding, 192.
 Stephenson's safety-lamp, 196.
 Sternbergia, 33.
 Stigmara, description of, 30.
 Struve's ventilator, 209.
 Temperature of upcast pits, 208; of mines, 245.
 Ten-yard coal of Dudley, 61.
 Thick coal, of South Staffordshire, 61, 136; of central France, 74, 138.
 Thickness of coal-measures in South Wales, 69; in Saarbrück, 80.
 Thill, or floor of coal-seams, 25.
 Thin coals worked in Somersetshire, 65, 142.
 Timbering of levels, &c., 124.
 Tresavean, example of pit-work, 182.
 Trevithick, his improvements in boilers, 186.
 Triger, his mode of sinking in watery ground, 113.
 Tubbing of shafts, methods of, 114.
 Tubs, or trams, in collieries, 152.
 Turkey, coalfield in Asiatic, 98.
 United States, coalfields of, 89; production of, 95.
 Ventilating-machines, 209.
 Ventilation, 202, 228; spontaneous, 205; artificial, 206.
 Wages, rate of colliers', 235, 243.
 Wales, North, coalfield of, 121.
 Wales, South, coalfield of, 68; modes of working in, 135, 143.
 Water-balance, for raising coal, 161.
 Watt's engines, 185.
 Wealden coal, in Germany, 81.
 Westphalia, coalfield of, 79, 82; stone tubbing in, 119.
 Whitehaven collieries, 50; dam doors in, 228.
 Winding of coal, 159.
 Windlass, raising of coal by, 159.
 Winning of a colliery, 122.
 Wood, Nicholas, on railways, 148, 154.
 Yorkshire, method of working in, 145.
 Zwickau, early workings at, 3.



THE PRIZE MEDAL, INTERNATIONAL EXHIBITION, 1862,
 was awarded to the Publishers of
 "Weale's Series."



A NEW LIST OF WEALE'S RUDIMENTARY SCIENTIFIC, EDUCATIONAL, AND CLASSICAL SERIES.

These popular and cheap Series of Books, now comprising nearly Three Hundred distinct works in almost every department of Science, Art, and Education, are recommended to the notice of Engineers, Architects, Builders, Artisans, and Students generally, as well as to those interested in Workmen's Libraries, Free Libraries, Literary and Scientific Institutions, Colleges, Schools, Science Classes, &c., &c.

N.B.—In ordering from this List it is recommended, as a means of facilitating business and obviating error, to quote the numbers affixed to the volumes, as well as the titles and prices.

* * The books are bound in limp cloth, unless otherwise stated.

RUDIMENTARY SCIENTIFIC SERIES.

ARCHITECTURE, BUILDING, ETC.

- No. 16. **ARCHITECTURE—ORDERS**—The Orders and their ~~Æ~~sthetic Principles. By W. H. LEEDS. Illustrated. 1s. 6d.
17. **ARCHITECTURE—STYLES**—The History and Description of the Styles of Architecture of Various Countries, from the Earliest to the Present Period. By T. TALBOT BURY, F.R.I.B.A., &c. Illustrated. 2s.
 * * ORDERS AND STYLES OF ARCHITECTURE, in One Vol., 3s. 6d.
18. **ARCHITECTURE—DESIGN**—The Principles of Design in Architecture, as deducible from Nature and exemplified in the Works of the Greek and Gothic Architects. By E. L. GARBETT, Architect. Illustrated. 2s.
 * * The three preceding Works, in One handsome Vol., half bound, entitled "MODERN ARCHITECTURE," Price 6s.
22. **THE ART OF BUILDING**, Rudiments of. General Principles of Construction, Materials used in Building, Strength and Use of Materials, Working Drawings, Specifications, and Estimates. By EDWARD DOBSON, M.R.I.B.A., &c. Illustrated. 1s. 6d.
23. **BRICKS AND TILES**, Rudimentary Treatise on the Manufacture of; containing an Outline of the Principles of Brickmaking. By EDW. DOBSON, M.R.I.B.A. With Additions by C. TOMLINSON, F.R.S. Illustrated. 3s.
25. **MASONRY AND STONECUTTING**, Rudimentary Treatise on; in which the Principles of Masonic Projection and their application to the Construction of Curved Wing-Walls, Domes, Oblique Bridges, and Roman and Gothic Vaulting, are concisely explained. By EDWARD DOBSON, M.R.I.B.A., &c. Illustrated with Plates and Diagrams. 2s. 6d.
44. **FOUNDATIONS AND CONCRETE WORKS**, a Rudimentary Treatise on; containing a Synopsis of the principal cases of Foundation Works, with the usual Modes of Treatment, and Practical Remarks on Footings, Planking, Sand, Concrete, Béton, Pile-driving, Caissons, and Cofferdams. By E. DOBSON, M.R.I.B.A., &c. Third Edition, revised by GEORGE DODD, C.E. Illustrated. 1s. 6d.

Architecture, Building, etc., continued.

42. **COTTAGE BUILDING**; or, Hints for Improving the Dwellings of the Working Classes and the Labouring Poor. By C. BRUCE ALLEN, Architect. With Notes and Additions by JOHN WEALE and others. Eleventh Edition, revised and enlarged. Numerous Illustrations. 1s. 6d.
45. **LIMES, CEMENTS, MORTARS, CONCRETES, MASTICS, PLASTERING**, &c., Rudimentary Treatise on. By G. R. BURNELL, C.E. Ninth Edition, with Appendices. 1s. 6d.
57. **WARMING AND VENTILATION**, a Rudimentary Treatise on; being a concise Exposition of the General Principles of the Art of Warming and Ventilating Domestic and Public Buildings, Mines, Lighthouses, Ships, &c. By CHARLES TOMLINSON, F.R.S., &c. Illustrated. 3s.
- 83*. **CONSTRUCTION OF DOOR LOCKS**. Compiled from the Papers of A. C. HOBBS, Esq., of New York, and Edited by CHARLES TOMLINSON, F.R.S. To which is added, a Description of Fenby's Patent Locks, and a Note upon IRON SAFES by ROBERT MALLETT, M.I.C.E. Illus. 2s. 6d.
111. **ARCHES, PIERS, BUTTRESSES, &c.**: Experimental Essays on the Principles of Construction in; made with a view to their being useful to the Practical Builder. By WILLIAM BLAND. Illustrated. 1s. 6d.
116. **THE ACOUSTICS OF PUBLIC BUILDINGS**; or, The Principles of the Science of Sound applied to the purposes of the Architect and Builder. By T. ROGER SMITH, M.K.I.B.A., Architect. Illustrated. 1s. 6d.
124. **CONSTRUCTION OF ROOFS**, Treatise on the, as regards Carpentry and Joinery. Deduced from the Works of ROBISON, PRICE, and TREDGOLD. Illustrated. 1s. 6d.
127. **ARCHITECTURAL MODELLING IN PAPER**, the Art of. By T. A. RICHARDSON, Architect. With Illustrations, designed by the Author, and engraved by O. JEWITT. 1s. 6d.
128. **VITRUVIUS—THE ARCHITECTURE OF MARCUS VITRUVIUS POLLO**. In Ten Books. Translated from the Latin by JOSEPH GWILT, F.S.A., F.R.A.S. With 23 Plates. 5s.
130. **GRECIAN ARCHITECTURE**, An Inquiry into the Principles of Beauty in; with an Historical View of the Rise and Progress of the Art in Greece. By the EARL OF ABERDEEN. 1s.
- *. * *The two Preceding Works in One handsome Vol., half bound, entitled "ANCIENT ARCHITECTURE." Price 6s.*
132. **DWELLING-HOUSES**, a Rudimentary Treatise on the Erection of, Illustrated by a Perspective View, Plans, Elevations, and Sections of a Pair of Semi-detached Villas, with the Specification, Quantities, Estimates, &c. By S. H. BROOKS, Architect. New Edition, with plates. 2s. 6d.
156. **QUANTITIES AND MEASUREMENTS**, How to Calculate and Take them in Bricklayers', Masons', Plasterers', Plumbers', Painters', Paper-hangers', Gilders', Smiths', Carpenters', and Joiners' Work. With Rules for Abstracting and Hints for Preparing a Bill of Quantities, &c., &c. By A. C. BEATON, Architect and Surveyor. New and Enlarged Edition. Illus. 1s. 6d.
175. **THE BUILDER'S AND CONTRACTOR'S PRICE BOOK** (LOCKWOOD & Co.'s), with which is incorporated "ATCHLEY'S BUILDER'S PRICE BOOK," and the "ILLUSTRATED PRICE BOOK," published annually, containing the present Prices of all kinds of Builders' Materials and Labour, and of all Trades connected with Building: Memoranda and Tables required in making Estimates and taking out Quantities, &c. With 5 Plates, containing Plans, &c., of Villas, and Specification. 3s. 6d.
182. **CARPENTRY AND JOINERY—THE ELEMENTARY PRINCIPLES OF CARPENTRY**. Chiefly composed from the Standard Work of THOMAS TREDGOLD, C.E. With Additions from the Works of the most Recent Authorities, and a TREATISE ON JOINERY by E. WYNDHAM TARN, M.A. Numerous Illustrations. 3s. 6d.
- 182*. **CARPENTRY AND JOINERY. ATLAS** of 35 Plates to accompany the foregoing book. With Descriptive Letterpress. 4to. 6s.

CIVIL ENGINEERING, ETC.

13. **CIVIL ENGINEERING**, the Rudiments of; for the Use of Beginners, for Practical Engineers, and for the Army and Navy. By HENRY LAW, C.E. Including a Section on Hydraulic Engineering, by GEORGE R. BURNELL, C.E. 5th Edition, with Notes and Illustrations by ROBERT MALLETT, A.M., F.R.S. Illustrated with Plates and Diagrams. 5s.
29. **THE DRAINAGE OF DISTRICTS AND LANDS**. By G. DRYSDALE DEMPSEY, C.E. New Edition, revised and enlarged. Illustrated. 1s. 6d.
30. **THE DRAINAGE OF TOWNS AND BUILDINGS**. By G. DRYSDALE DEMPSEY, C.E. New Edition. Illustrated. 2s. 6d.
** With "Drainage of Districts and Lands," in One Vol., 3s. 6d.
31. **WELL-DIGGING, BORING, AND PUMP-WORK**. By JOHN GEORGE SWINDELL, Assoc. R.I.B.A. New Edition, revised by G. R. BURNELL, C.E. Illustrated. 1s.
35. **THE BLASTING AND QUARRYING OF STONE**, Rudimentary Treatise on; for Building and other Purposes, with the Constituents and Analyses of Granite, Slate, Limestone, and Sandstone: to which is added some Remarks on the Blowing up of Bridges. By Gen. Sir JOHN BURGOYNE, Bart., K.C.B. Illustrated. 1s. 6d.
43. **TUBULAR AND OTHER IRON GIRDER BRIDGES**. Particularly describing the BRITANNIA and CONWAY TUBULAR BRIDGES. With a Sketch of Iron Bridges, and Illustrations of the Application of Malleable Iron to the Art of Bridge Building. By G. D. DEMPSEY, C.E., Author of "The Practical Railway Engineer," &c., &c. New Edition, with Illustrations. 1s. 6d.
46. **CONSTRUCTING AND REPAIRING COMMON ROADS**, Papers on the Art of. Containing a Survey of the Metropolitan Roads, by S. HUGHES, C.E.; The Art of Constructing Common Roads, by HENRY LAW, C.E.; Remarks on the Maintenance of Macadamised Roads, by Field-Marshal Sir JOHN F. BURGOYNE, Bart., G.C.B., Royal Engineers, &c., &c. Illustrated. 1s. 6d.
62. **RAILWAY CONSTRUCTION**, Elementary and Practical Instruction on the Science of. By Sir MACDONALD STEPHENSON, C.E., Managing Director of the East India Railway Company. New Edition, revised and enlarged by EDWARD NUGENT, C.E. Plates and numerous Woodcuts. 3s.
- 62*. **RAILWAYS**; their Capital and Dividends. With Statistics of their Working in Great Britain, &c., &c. By E. D. CHATTAWAY. 1s.
** 62 and 62*, in One Vol., 3s. 6d.
- 80*. **EMBANKING LANDS FROM THE SEA**, the Practice of. Treated as a Means of Profitable Employment for Capital. With Examples and Particulars of actual Embankments, and also Practical Remarks on the Repair of old Sea Walls. By JOHN WIGGINS, F.G.S. New Edition, with Notes by ROBERT MALLETT, F.R.S. 2s.
81. **WATER WORKS**, for the Supply of Cities and Towns. With a Description of the Principal Geological Formations of England as influencing Supplies of Water; and Details of Engines and Pumping Machinery for raising Water. By SAMUEL HUGHES, F.G.S., C.E. New Edition, revised and enlarged, with numerous Illustrations. 4s.
- 82**. **GAS WORKS**, and the Practice of Manufacturing and Distributing Coal Gas. By SAMUEL HUGHES, C.E. New Edition, revised by W. RICHARDS, C.E. Illustrated. 3s.
117. **SUBTERRANEAN SURVEYING**; an Elementary and Practical Treatise on. By THOMAS FENWICK. Also the Method of Conducting Subterranean Surveys without the Use of the Magnetic Needle, and other modern Improvements. By THOMAS BAKER, C.E. Illustrated. 2s. 6d.
118. **CIVIL ENGINEERING IN NORTH AMERICA**, a Sketch of. By DAVID STEVENSON, F.R.S.E., &c. Plates and Diagrams. 3s.

Civil Engineering, etc., *continued.*

120. **HYDRAULIC ENGINEERING**, the Rudiments of. By G. R. BURNELL, C.E., F.G.S. Illustrated. 3s.
121. **RIVERS AND TORRENTS**. With the Method of Regulating their Courses and Channels. By Professor PAUL FRIST, F.R.S., of Milan. To which is added, AN ESSAY ON NAVIGABLE CANALS. Translated by Major-General JOHN GARSTIN, of the Bengal Engineers. Plates. 2s. 6d.

MECHANICAL ENGINEERING, ETC.

33. **CRANES**, the Construction of, and other Machinery for Raising Heavy Bodies for the Erection of Buildings, and for Hoisting Goods. By JOSEPH GLYNN, F.R.S., &c. Illustrated. 1s. 6d.
34. **THE STEAM ENGINE**, a Rudimentary Treatise on. By Dr. LARDNER. Illustrated. 1s.
59. **STEAM BOILERS**: Their Construction and Management. By R. ARMSTRONG, C.E. Illustrated. 1s. 6d.
63. **AGRICULTURAL ENGINEERING**: Farm Buildings, Motive Power, Field Machines, Machinery, and Implements. By G. H. ANDREWS, C.E. Illustrated. 3s.
67. **CLOCKS, WATCHES, AND BELLS**, a Rudimentary Treatise on. By Sir EDMUND BECKETT (late EDMUND BECKETT DENISON, LL.D., Q.C.)
- * * * A New, Revised, and considerably Enlarged Edition of the above Standard Treatise, with very numerous Illustrations, is now ready, price 4s. 6d.
- 77*. **THE ECONOMY OF FUEL**, particularly with Reference to Reverberatory Furnaces for the Manufacture of Iron, and to Steam Boilers. By T. SYMES PRIDEAUX. 1s. 6d.
82. **THE POWER OF WATER**, as applied to drive Flour Mills, and to give motion to Turbines and other Hydrostatic Engines. By JOSEPH GLYNN, F.R.S., &c. New Edition, Illustrated. 2s.
98. **PRACTICAL MECHANISM**, the Elements of; and Machine Tools. By T. BAKER, C.E. With Remarks on Tools and Machinery, by J. NASMYTH, C.E. Plates. 2s. 6d.
114. **MACHINERY**, Elementary Principles of, in its Construction and Working. Illustrated by numerous Examples of Modern Machinery for different Branches of Manufacture. By C. D. ABEL, C.E. 1s. 6d.
115. **ATLAS OF PLATES**. Illustrating the above Treatise. By C. D. ABEL, C.E. 7s. 6d.
125. **THE COMBUSTION OF COAL AND THE PREVENTION OF SMOKE**, Chemically and Practically Considered. With an Appendix. By C. WYE WILLIAMS, A.I.C.E. Plates. 3s.
139. **THE STEAM ENGINE**, a Treatise on the Mathematical Theory of, with Rules at length, and Examples for the Use of Practical Men. By T. BAKER, C.E. Illustrated. 1s.
162. **THE BRASS FOUNDER'S MANUAL**; Instructions for Modelling, Pattern-Making, Moulding, Turning, Filing, Burnishing, Bronzing, &c. With copious Receipts, numerous Tables, and Notes on Prime Costs and Estimates. By WALTER GRAHAM. Illustrated. 2s. 6d.
164. **MODERN WORKSHOP PRACTICE**, as applied to Marine, Land, and Locomotive Engines, Floating Docks, Dredging Machines, Bridges, Cranes, Ship-building, &c., &c. By J. G. WINTON. Illustrated. 3s.
165. **IRON AND HEAT**, exhibiting the Principles concerned in the Construction of Iron Beams, Pillars, and Bridge Girders, and the Action of Heat in the Smelting Furnace. By J. ARMOUR, C.E. Numerous Woodcuts. 2s. 6d.

Mechanical Engineering, etc., continued.

166. *POWER IN MOTION*: Horse-Power, Motion, Toothed-Wheel Gearing, Long and Short Driving Bands, Angular Forces. By JAMES ARMOUR, C.E. With 73 Diagrams. 2s. 6d.
167. *THE APPLICATION OF IRON TO THE CONSTRUCTION OF BRIDGES, GIRDERS, ROOFS, AND OTHER WORKS*. Showing the Principles upon which such Structures are designed, and their Practical Application. By FRANCIS CAMPIN, C.E. Numerous Woodcuts. 2s.
171. *THE WORKMAN'S MANUAL OF ENGINEERING DRAWING*. By JOHN MAXTON, Engineer, Instructor in Engineering Drawing, Royal School of Naval Architecture and Marine Engineering, South Kensington. Illustrated with 7 Plates and nearly 350 Woodcuts. 3s. 6d.

SHIPBUILDING, NAVIGATION, MARINE ENGINEERING, ETC.

51. *NAVAL ARCHITECTURE*, the Rudiments of; or, an Exposition of the Elementary Principles of the Science, and their Practical Application to Naval Construction. Compiled for the Use of Beginners. By JAMES PRAKE, School of Naval Architecture, H.M. Dockyard, Portsmouth. Third Edition, corrected, with Plates and Diagrams. 3s. 6d.
- 53*. *SHIPS FOR OCEAN AND RIVER SERVICE*, Elementary and Practical Principles of the Construction of. By HAKON A. SOMMERFELDT, Surveyor of the Royal Norwegian Navy. With an Appendix. 1s.
- 53**. *AN ATLAS OF ENGRAVINGS* to Illustrate the above. Twelve large folding plates. Royal 4to, cloth. 7s. 6d.
54. *MASTING, MAST-MAKING, AND RIGGING OF SHIPS*, Rudimentary Treatise on. Also Tables of Spars, Rigging, Blocks; Chain, Wire, and Hemp Ropes, &c., relative to every class of vessels. Together with an Appendix of Dimensions of Masts and Yards of the Royal Navy of Great Britain and Ireland. By ROBERT KIPPING, N.A. Thirteenth Edition. Illustrated. 1s. 6d.
- 54*. *IRON SHIP-BUILDING*. With Practical Examples and Details for the Use of Ship Owners and Ship Builders. By JOHN GRANTHAM, Consulting Engineer and Naval Architect. Fifth Edition, with important Additions. 4s.
- 54**. *AN ATLAS OF FORTY PLATES* to Illustrate the above. Fifth Edition. Including the latest Examples, such as H.M. Steam Frigates "Warrior," "Hercules," "Bellerophon;" H.M. Troop Ship "Serapis," Iron Floating Dock, &c., &c. 4to, boards. 38s.
55. *THE SAILOR'S SEA BOOK: A Rudimentary Treatise on Navigation*. I. How to Keep the Log and Work it off. II. On Finding the Latitude and Longitude. By JAMES GREENWOOD, B.A., of Jesus College, Cambridge. To which are added, Directions for Great Circle Sailing; an Essay on the Law of Storms and Variable Winds; and Explanations of Terms used in Ship-building. Ninth Edition, with several Engravings and Coloured Illustrations of the Flags of Maritime Nations. 2s.
80. *MARINE ENGINES, AND STEAM VESSELS*, a Treatise on. Together with Practical Remarks on the Screw and Propelling Power, as used in the Royal and Merchant Navy. By ROBERT MURRAY, C.E., Engineer-Surveyor to the Board of Trade. With a Glossary of Technical Terms, and their Equivalents in French, German, and Spanish. Fifth Edition, revised and enlarged. Illustrated. 3s.
- 83bis. *THE FORMS OF SHIPS AND BOATS*: Hints, Experimentally Derived, on some of the Principles regulating Ship-building. By W. BLAND. Sixth Edition, revised, with numerous Illustrations and Models. 1s. 6d.
99. *NAVIGATION AND NAUTICAL ASTRONOMY*, in Theory and Practice. With Attempts to facilitate the Finding of the Time and the Longitude at Sea. By J. R. YOUNG, formerly Professor of Mathematics in Belfast College. Illustrated. 2s. 6d.

Shipbuilding, Navigation, etc., continued.

- 100*. **TABLES** intended to facilitate the Operations of Navigation and Nautical Astronomy, as an Accompaniment to the above Book. By J. R. YOUNG. 1s. 6d.
106. **SHIPS' ANCHORS**, a Treatise on. By GEORGE COTSELL, N.A. Illustrated. 1s. 6d.
149. **SAILS AND SAIL-MAKING**, an Elementary Treatise on. With Draughting, and the Centre of Effort of the Sails. Also, Weights and Sizes of Ropes; Masting, Rigging, and Sails of Steam Vessels, &c., &c. Ninth Edition, enlarged, with an Appendix. By ROBERT KIPPING, N.A., Sailmaker, Quayside, Newcastle. Illustrated. 2s. 6d.
155. **THE ENGINEER'S GUIDE TO THE ROYAL AND MERCANTILE NAVIES**. By a PRACTICAL ENGINEER. Revised by D. F. MCCARTHY, late of the Ordnance Survey Office, Southampton. 3s.

PHYSICAL SCIENCE, NATURAL PHILOSOPHY, ETC.

1. **CHEMISTRY**, for the Use of Beginners. By Professor GEORGE FOWNES, F.R.S. With an Appendix, on the Application of Chemistry to Agriculture. 1s.
2. **NATURAL PHILOSOPHY**, Introduction to the Study of; for the Use of Beginners. By C. TOMLINSON, Lecturer on Natural Science in King's College School, London. Woodcuts. 1s. 6d.
4. **MINERALOGY**, Rudiments of; a concise View of the Properties of Minerals. By A. RAMSEY, Jun. Woodcuts and Steel Plates. 3s.
6. **MECHANICS**, Rudimentary Treatise on; Being a concise Exposition of the General Principles of Mechanical Science, and their Applications. By CHARLES TOMLINSON, Lecturer on Natural Science in King's College School, London. Illustrated. 1s. 6d.
7. **ELECTRICITY**; showing the General Principles of Electrical Science, and the purposes to which it has been applied. By Sir W. SNOW HARRIS, F.R.S., &c. With considerable Additions by R. SABINE, C.E., F.S.A. Woodcuts. 1s. 6d.
- 7*. **GALVANISM**, Rudimentary Treatise on, and the General Principles of Animal and Voltaic Electricity. By Sir W. SNOW HARRIS. New Edition, revised, with considerable Additions, by ROBERT SABINE, C.E., F.S.A. Woodcuts. 1s. 6d.
8. **MAGNETISM**; being a concise Exposition of the General Principles of Magnetical Science, and the Purposes to which it has been applied. By Sir W. SNOW HARRIS. New Edition, revised and enlarged by H. M. NOAD, Ph.D., Vice-President of the Chemical Society, Author of "A Manual of Electricity," &c., &c. With 165 Woodcuts. 3s. 6d.
11. **THE ELECTRIC TELEGRAPH**; its History and Progress; with Descriptions of some of the Apparatus. By R. SABINE, C.E., F.S.A., &c. Woodcuts. 3s.
12. **PNEUMATICS**, for the Use of Beginners. By CHARLES TOMLINSON. Illustrated. 1s. 6d.
72. **MANUAL OF THE MOLLUSCA**; a Treatise on Recent and Fossil Shells. By Dr. S. P. WOODWARD, A.L.S. With Appendix by RALPH TATE, A.L.S., F.G.S. With numerous Plates and 300 Woodcuts, 6s. 6d. Cloth boards, 7s. 6d.
- 79**. **PHOTOGRAPHY**, Popular Treatise on; with a Description of the Stereoscope, &c. Translated from the French of D. VAN MONCKHOVEN, by W. H. THORNTWHAITE, Ph.D. Woodcuts. 1s. 6d.
96. **ASTRONOMY**. By the Rev. R. MAIN, M.A., F.R.S., &c. New and enlarged Edition, with an Appendix on "Spectrum Analysis." Woodcuts. 1s. 6d.

Physical Science, Natural Philosophy, &c., continued.

97. **STATICS AND DYNAMICS**, the Principles and Practice of; embracing also a clear development of Hydrostatics, Hydrodynamics, and Central Forces. By T. BAKER, C.E. 1s. 6d.
138. **TELEGRAPH**, Handbook of the; a Manual of Telegraphy, Telegraph Clerks' Remembrancer, and Guide to Candidates for Employment in the Telegraph Service. By R. BOND. Fourth Edition, revised and enlarged: to which is appended, **QUESTIONS on MAGNETISM, ELECTRICITY, and PRACTICAL TELEGRAPHY**, for the Use of Students, by W. MCGREGOR, First Assistant Superintendent, Indian Gov. Telegraphs. Woodcuts. 3s.
143. **EXPERIMENTAL ESSAYS**. By CHARLES TOMLINSON. I. On the Motions of Camphor on Water. II. On the Motion of Camphor towards the Light. III. History of the Modern Theory of Dew. Woodcuts. 1s.
173. **PHYSICAL GEOLOGY**, partly based on Major-General PORTLOCK's "Rudiments of Geology." By RALPH TATE, A.L.S., &c. Numerous Woodcuts. 2s.
174. **HISTORICAL GEOLOGY**, partly based on Major-General PORTLOCK's "Rudiments." By RALPH TATE, A.L.S., &c. Woodcuts. 2s. 6d.
- 173 & 174. **RUDIMENTARY TREATISE ON GEOLOGY**, Physical and Historical. Partly based on Major-General PORTLOCK's "Rudiments of Geology." By RALPH TATE, A.L.S., F.G.S., &c., &c. Numerous Illustrations. In One Volume. 4s. 6d.
183. **ANIMAL PHYSICS**, Handbook of. By DIONYSIUS LARDNER, D.C.L., formerly Professor of Natural Philosophy and Astronomy in University College, London. With 520 Illustrations. In One Volume, cloth boards. 7s. 6d.
- * * Sold also in Two Parts, as follows:—
183. **ANIMAL PHYSICS**. By Dr. LARDNER. Part I., Chapter I—VII. 4s.
184. **ANIMAL PHYSICS**. By Dr. LARDNER. Part II. Chapter VIII—XVIII. 3s.

MINING, METALLURGY, ETC.

117. **SUBTERRANEAN SURVEYING**, Elementary and Practical Treatise on, with and without the Magnetic Needle. By THOMAS FENWICK, Surveyor of Mines, and THOMAS BAKER, C.E. Illustrated. 2s. 6d.
133. **METALLURGY OF COPPER**; an Introduction to the Methods of Seeking, Mining, and Assaying Copper, and Manufacturing its Alloys. By ROBERT H. LAMBORN, Ph.D. Woodcuts. 2s.
134. **METALLURGY OF SILVER AND LEAD**. A Description of the Ores; their Assay and Treatment, and valuable Constituents. By Dr. R. H. LAMBORN. Woodcuts. 2s.
135. **ELECTRO-METALLURGY**; Practically Treated. By ALEXANDER WATT, F.R.S.S.A. New Edition. Woodcuts. 2s.
172. **MINING TOOLS**, Manual of. For the Use of Mine Managers, Agents, Students, &c. Comprising Observations on the Materials from, and Processes by which, they are manufactured; their Special Uses, Applications, Qualities, and Efficiency. By WILLIAM MORGAN, Lecturer on Mining at the Bristol School of Mines. 2s. 6d.
- 172*. **MINING TOOLS, ATLAS** of Engravings to Illustrate the above, containing 235 Illustrations of Mining Tools, drawn to Scale. 4to. 4s. 6d.
176. **METALLURGY OF IRON**, a Treatise on the. Containing Outlines of the History of Iron Manufacture, Methods of Assay, and Analyses of Iron Ores, Processes of Manufacture of Iron and Steel, &c. By H. BAUERMAN, F.G.S., Associate of the Royal School of Mines. Fourth Edition, revised and enlarged, with numerous Illustrations. 4s. 6d.

Mining, Metallurgy, etc., continued.

180. **COAL AND COAL MINING: A Rudimentary Treatise on.** By WARINGTON W. SMYTH, M.A., F.R.S., &c., Chief Inspector of the Mines of the Crown and of the Duchy of Cornwall. Second Edition, revised and corrected. With numerous Illustrations. 3s. 6d.

EMIGRATION.

154. **GENERAL HINTS TO EMIGRANTS.** Containing Notices of the various Fields for Emigration. With Hints on Preparation for Emigrating, Outfits, &c., &c. With Directions and Recipes useful to the Emigrant. With a Map of the World. 2s.
157. **THE EMIGRANT'S GUIDE TO NATAL.** By ROBERT JAMES MANN, F.R.A.S., F.M.S. Second Edition, carefully corrected to the present Date. Map. 2s.
159. **THE EMIGRANT'S GUIDE TO AUSTRALIA, New South Wales, Western Australia, South Australia, Victoria, and Queensland.** By the Rev. JAMES BAIRD, B.A. Map. 2s. 6d.
160. **THE EMIGRANT'S GUIDE TO TASMANIA and NEW ZEALAND.** By the Rev. JAMES BAIRD, B.A. With a Map. 2s.
- 159 & 160. **THE EMIGRANT'S GUIDE TO AUSTRALASIA.** By the Rev. J. BAIRD, B.A. Comprising the above two volumes, 12mo, cloth boards. With Maps of Australia and New Zealand. 5s.

AGRICULTURE.

29. **THE DRAINAGE OF DISTRICTS AND LANDS.** By G. DRYSDALE DEMPSEY, C.E. Illustrated. 1s. 6d.
. With "Drainage of Towns and Buildings," in One Vol., 3s.
63. **AGRICULTURAL ENGINEERING: Farm Buildings, Motive Powers and Machinery of the Steading, Field Machines, and Implements.** By G. H. ANDREWS, C.E. Illustrated. 3s.
65. **CLAY LANDS AND LOAMY SOILS.** By Professor DONALDSON. 1s.
131. **MILLER'S, MERCHANT'S, AND FARMER'S READY RECKONER,** for ascertaining at sight the value of any quantity of Corn, from One Bushel to One Hundred Quarters, at any given price, from £1 to £5 per quarter. Together with the approximate values of Millstones and Millwork, &c. 1s.
140. **SOILS, MANURES, AND CROPS** (Vol. 1. OUTLINES OF MODERN FARMING.) By R. SCOTT BURN. Woodcuts. 2s.
141. **FARMING AND FARMING ECONOMY,** Notes, Historical and Practical on. (Vol. 2. OUTLINES OF MODERN FARMING.) By R. SCOTT BURN. Woodcuts. 3s.
142. **STOCK; CATTLE, SHEEP, AND HORSES.** (Vol. 3. OUTLINES OF MODERN FARMING.) By R. SCOTT BURN. Woodcuts. 2s. 6d.
145. **DAIRY, PIGS, AND POULTRY,** Management of the. By R. SCOTT BURN. With Notes on the Diseases of Stock. (Vol. 4. OUTLINES OF MODERN FARMING.) Woodcuts. 2s.
146. **UTILIZATION OF SEWAGE, IRRIGATION, AND RECLAMATION OF WASTE LAND.** (Vol. 5. OUTLINES OF MODERN FARMING.) By R. SCOTT BURN. Woodcuts. 2s. 6d.
- *.* Nos. 140-1-2-5-6, in One Vol., handsomely half-bound, entitled "OUTLINES OF MODERN FARMING." By ROBERT SCOTT BURN. Price 12s.
171. **FRUIT TREES; The Scientific and Profitable Culture of.** From the French of Du BREUIL, Revised by GEO. GLENNY. 187 Woodcuts. 3s. 6d.

FINE ARTS.

20. *PERSPECTIVE FOR BEGINNERS*. Adapted to Young Students and Amateurs in Architecture, Painting, &c. By GEORGE PYNE, Artist. Woodcuts. 2s.
27. *A GRAMMAR OF COLOURING*, applicable to House Painting, Decorative Architecture, and the Arts, for the Use of Practical Painters and Decorators. By GEORGE FIELD, Author of "Chromatics; or, The Analogy, Harmony, and Philosophy of Colours," &c. Coloured Illustrations. 2s.
40. *GLASS STAINING*; or, Painting on Glass, The Art of. Comprising Directions for Preparing the Pigments and Fluxes, laying them upon the Glass, and Firing or Burning in the Colours. From the German of Dr. GESSERT. To which is added, an Appendix on THE ART OF ENAMELLING, &c. 1s.
41. *PAINTING ON GLASS*, The Art of. From the German of EMANUEL OTTO FROMBERG. 1s.
69. *MUSIC*, A Rudimentary and Practical Treatise on. With numerous Examples. By CHARLES CHILD SPENCER. 2s.
71. *PIANOFORTE*, The Art of Playing the. With numerous Exercises and Lessons. Written and Selected from the Best Masters, by CHARLES CHILD SPENCER. 1s.
181. *PAINTING POPULARLY EXPLAINED*, including Fresco, Oil, Mosaic, Water Colour, Water-Glass, Tempera, Encaustic, Miniature, Painting on Ivory, Vellum, Pottery, Enamel, Glass, &c. With Historical Sketches of the Progress of the Art by THOMAS JOHN GULLICK, assisted by JOHN TIMBS, F.S.A. Third Edition, revised and enlarged, with Frontispiece and Vignette. 5s.

ARITHMETIC, GEOMETRY, MATHEMATICS,
ETC.

32. *MATHEMATICAL INSTRUMENTS*, a Treatise on; in which their Construction, and the Methods of Testing, Adjusting, and Using them are concisely Explained. By J. F. HEATHER, M.A., of the Royal Military Academy, Woolwich. Original Edition, in 1 vol., Illustrated. 1s. 6d.
- ** *In ordering the above, be careful to say, "Original Edition," or give the number in the Series (32) to distinguish it from the Enlarged Edition in 3 vols. (Nos. 168-9-70).*
60. *LAND AND ENGINEERING SURVEYING*, a Treatise on; with all the Modern Improvements. Arranged for the Use of Schools and Private Students; also for Practical Land Surveyors and Engineers. By T. BAKER, C.E. New Edition, revised by EDWARD NUGENT, C.E. Illustrated with Plates and Diagrams. 2s.
- 61*. *READY RECKONER FOR THE ADMEASUREMENT OF LAND*. By ABRAHAM ARMAN, Schoolmaster, Thurleigh, Beds. To which is added a Table, showing the Price of Work, from 2s. 6d. to £1 per acre, and Tables for the Valuation of Land, from 1s. to £1,000 per acre, and from one pole to two thousand acres in extent, &c., &c. 1s. 6d.
76. *DESCRIPTIVE GEOMETRY*, an Elementary Treatise on; with a Theory of Shadows and of Perspective, extracted from the French of G. MONGE. To which is added, a description of the Principles and Practice of Isometrical Projection; the whole being intended as an introduction to the Application of Descriptive Geometry to various branches of the Arts. By J. F. HEATHER, M.A. Illustrated with 14 Plates. 2s.
173. *PRACTICAL PLANE GEOMETRY*: giving the Simplest Modes of Constructing Figures contained in one Plane and Geometrical Construction of the Ground. By J. F. HEATHER, M.A. With 215 Woodcuts. 2s.
179. *PROJECTION*: Orthographic, Topographic, and Perspective: giving the various Modes of Delineating Solid Forms by Constructions on a Single Plane Surface. By J. F. HEATHER, M.A. [In preparation.]
- ** *The above three volumes will form a COMPLETE ELEMENTARY COURSE OF MATHEMATICAL DRAWING.*

Arithmetic, Geometry, Mathematics, etc., continued.

83. **COMMERCIAL BOOK-KEEPING**. With Commercial Phrases and Forms in English, French, Italian, and German. By JAMES HADDON, M.A., Arithmetical Master of King's College School, London. 1s.
84. **ARITHMETIC**, a Rudimentary Treatise on: with full Explanations of its Theoretical Principles, and numerous Examples for Practice. For the Use of Schools and for Self-Instruction. By J. R. YOUNG, late Professor of Mathematics in Belfast College. New Edition, with Index. 1s. 6d.
85. A KEY to the above, containing Solutions in full to the Exercises, together with Comments, Explanations, and Improved Processes, for the Use of Teachers and Unassisted Learners. By J. R. YOUNG. 1s. 6d.
86. **EQUATIONAL ARITHMETIC**, applied to Questions of Interest, Annuities, Life Assurance, and General Commerce; with various Tables by which all Calculations may be greatly facilitated. By W. HIPSLEY. In Two Parts, 1s. each; or in One Vol. 2s.
87. **ALGEBRA**, the Elements of. By JAMES HADDON, M.A., Second Mathematical Master of King's College School. With Appendix, containing miscellaneous Investigations, and a Collection of Problems in various parts of Algebra. 2s.
88. A KEY and COMPANION to the above Book, forming an extensive repository of Solved Examples and Problems in Illustration of the various Expedients necessary in Algebraical Operations. Especially adapted for Self-Instruction. By J. R. YOUNG. 1s. 6d.
89. **EUCLID, THE ELEMENTS OF**: with many additional Propositions and Explanatory Notes: to which is prefixed, an Introductory Essay on Logic. By HENRY LAW, C.E. 2s. 6d.
- *.* Sold also separately, viz.:—
88. **EUCLID, The First Three Books**. By HENRY LAW, C.E. 1s.
89. **EUCLID, Books 4, 5, 6, 11, 12**. By HENRY LAW, C.E. 1s. 6d.
90. **ANALYTICAL GEOMETRY AND CONICAL SECTIONS**, a Rudimentary Treatise on. By JAMES HANN, late Mathematical Master of King's College School, London. A New Edition, re-written and enlarged by J. R. YOUNG, formerly Professor of Mathematics at Belfast College. 2s.
91. **PLANE TRIGONOMETRY**, the Elements of. By JAMES HANN, formerly Mathematical Master of King's College, London. 1s.
92. **SPHERICAL TRIGONOMETRY**, the Elements of. By JAMES HANN. Revised by CHARLES H. DOWLING, C.E. 1s.
- *.* Or with "The Elements of Plane Trigonometry," in One Volume, 2s.
93. **MENSURATION and MEASURING**, for Students and Practical Use. With the Mensuration and Levelling of Land for the Purposes of Modern Engineering. By T. BAKER, C.E. New Edition, with Corrections and Additions by E. NUGENT, C.E. Illustrated. 1s. 6d.
94. **LOGARITHMS**, a Treatise on; with Mathematical Tables for facilitating Astronomical, Nautical, Trigonometrical, and Logarithmic Calculations; Tables of Natural Sines and Tangents and Natural Cosines. By HENRY LAW, C.E. Illustrated. 2s. 6d.
- 101*. **MEASURES, WEIGHTS, AND MONEYS OF ALL NATIONS**, and an Analysis of the Christian, Hebrew, and Mahometan Calendars. By W. S. B. WOOLHOUSE, F.R.A.S., &c. 1s. 6d.
102. **INTEGRAL CALCULUS**, Rudimentary Treatise on the. By HOMERSHAM COX, B.A. Illustrated. 1s.
103. **INTEGRAL CALCULUS**, Examples on the. By JAMES HANN, late of King's College, London. Illustrated. 1s.
101. **DIFFERENTIAL CALCULUS**, Examples of the. By W. S. B. WOOLHOUSE, F.R.A.S., &c. 1s. 6d.
104. **DIFFERENTIAL CALCULUS**, Examples and Solutions of the. By JAMES HADDON, M.A. 1s. 6d.

Arithmetic, Geometry, Mathematics, etc., continued.

105. **MNEMONICAL LESSONS.**—GEOMETRY, ALGEBRA, AND TRIGONOMETRY, in Easy Mnemonical Lessons. By the Rev. THOMAS PENYNGTON KIRKMAN, M.A. 1s. 6d.
136. **ARITHMETIC**, Rudimentary, for the Use of Schools and Self-Instruction. By JAMES HADDON, M.A. [Revised by ABRAHAM ARMAN. 1s. 6d.]
137. A KEY TO HADDON'S RUDIMENTARY ARITHMETIC. By A. ARMAN. 1s. 6d.
147. **ARITHMETIC**, STEPPING-STONE TO; Being a Complete Course of Exercises in the First Four Rules (Simple and Compound), on an entirely new principle. For the Use of Elementary Schools of every Grade. Intended as an Introduction to the more extended works on Arithmetic. By ABRAHAM ARMAN. 1s.
148. A KEY TO STEPPING-STONE TO ARITHMETIC. By A. ARMAN. 1s.
158. **THE SLIDE RULE, AND HOW TO USE IT;** Containing full, easy, and simple Instructions to perform all Business Calculations with unexampled rapidity and accuracy. By CHARLES HOARE, C.E. With a Slide Rule in tuck of cover. 3s.
168. **DRAWING AND MEASURING INSTRUMENTS.** Including—I. Instruments employed in Geometrical and Mechanical Drawing, and in the Construction, Copying, and Measurement of Maps and Plans. II. Instruments Used for the purposes of Accurate Measurement, and for Arithmetical Computations. By J. F. HEATHER, M.A., late of the Royal Military Academy, Woolwich, Author of "Descriptive Geometry," &c., &c. Illustrated. 1s. 6d.
169. **OPTICAL INSTRUMENTS.** Including (more especially) Telescopes, Microscopes, and Apparatus for producing copies of Maps and Plans by Photography. By J. F. HEATHER, M.A. Illustrated. 1s. 6d.
170. **SURVEYING AND ASTRONOMICAL INSTRUMENTS.** Including—I. Instruments Used for Determining the Geometrical Features of a portion of Ground. II. Instruments Employed in Astronomical Observations. By J. F. HEATHER, M.A. Illustrated. 1s. 6d.
- * * The above three volumes form an enlargement of the Author's original work, "Mathematical Instruments: their Construction, Adjustment, Testing, and Use," the Eleventh Edition of which is on sale, price 1s. 6d. (See No. 32 in the Series.)
168. } **MATHEMATICAL INSTRUMENTS.** By J. F. HEATHER,
169. } M.A. Enlarged Edition, for the most part entirely re-written. The 3 Parts as
170. } above, in One thick Volume. With numerous Illustrations. Cloth boards. 5s.

LEGAL TREATISES.

50. **THE LAW OF CONTRACTS FOR WORKS AND SERVICES.** By DAVID GIBBONS. 1s. 6d.
107. **COUNTY COURT GUIDE**, Plain Guide for Suitors in the County Court. By a BARRISTER. 1s. 6d.
108. **THE METROPOLIS LOCAL MANAGEMENT ACT**, 18th and 19th Vict., c. 120; 19th and 20th Vict., c. 112; 21st and 22nd Vict., c. 104; 24th and 25th Vict., c. 61; also, the last Pauper Removal Act., and the Parochial Assessment Act. 1s. 6d.
- 108*. **THE METROPOLIS LOCAL MANAGEMENT AMENDMENT ACT**, 1862, 25th and 26th Vict., c. 120. Notes and an Index. 1s.
- * * With the Local Management Act, in One Volume, 2s. 6d.
151. **A HANDY BOOK ON THE LAW OF FRIENDLY, INDUSTRIAL & PROVIDENT BUILDING & LOAN SOCIETIES.** With copious Notes. By NATHANIEL WHITE, of H.M. Civil Service. 1s.
163. **THE LAW OF PATENTS FOR INVENTIONS;** and on the Protection of Designs and Trade Marks. By F. W. CAMPIN, Barrister-at-Law. 2s.

MISCELLANEOUS VOLUMES.

36. *A DICTIONARY OF TERMS used in ARCHITECTURE, BUILDING, ENGINEERING, MINING, METALLURGY, ARCHÆOLOGY, the FINE ARTS, &c.* With Explanatory Observations on various Subjects connected with Applied Science and Art. By JOHN WEALE. Fourth Edition, with numerous Additions. Edited by ROBERT HUNT, F.R.S., Keeper of Mining Records, Editor of Ure's "Dictionary of Arts, Manufactures, and Mines." Numerous Illustrations. 5s.
112. *MANUAL OF DOMESTIC MEDICINE.* Describing the Symptoms, Causes, and Treatment of the most common Medical and Surgical Affections. By R. GOODING, B.A., M.B.. The whole intended as a Family Guide in all Cases of Accident and Emergency. 2s.
- 112*. *MANAGEMENT OF HEALTH.* A Manual of Home and Personal Hygiene. Being Practical Hints on Air, Light, and Ventilation; Exercise, Diet, and Clothing; Rest, Sleep, and Mental Discipline; Bathing and Therapeutics. By the Rev. JAMES BAIRD, B.A. 1s.
113. *FIELD ARTILLERY ON SERVICE,* on the Use of. With especial Reference to that of an Army Corps. For Officers of all Arms. By TAUBERT, Captain, Prussian Artillery. Translated from the German by Lieut.-Col. HENRY HAMILTON MAXWELL, Bengal Artillery. 1s. 6d.
- 113*. *SWORDS, AND OTHER ARMS* used for Cutting and Thrusting, Memoir on. By Colonel MARRY. Translated from the French by Colonel H. H. MAXWELL. With Notes and Plates. 1s.
150. *LOGIC,* Pure and Applied. By S. H. EMMENS. Third Edition. 1s. 6d.
152. *PRACTICAL HINTS FOR INVESTING MONEY.* With an Explanation of the Mode of Transacting Business on the Stock Exchange. By FRANCIS PLAYFORD, Sworn Broker. 1s.
153. *SELECTIONS FROM LOCKE'S ESSAYS ON THE HUMAN UNDERSTANDING.* With Notes by S. H. EMMENS. 2s.

EDUCATIONAL AND CLASSICAL SERIES.

HISTORY.

1. *England, Outlines of the History of;* more especially with reference to the Origin and Progress of the English Constitution. A Text Book for Schools and Colleges. By WILLIAM DOUGLAS HAMILTON, F.S.A., of Her Majesty's Public Record Office. Fourth Edition, revised and brought down to 1872. Maps and Woodcuts. 5s.; cloth boards, 6s. Also in Five Parts, 1s. each.
5. *Greece, Outlines of the History of;* in connection with the Rise of the Arts and Civilization in Europe. By W. DOUGLAS HAMILTON, of University College, London, and EDWARD LEVIEN, M.A., of Balliol College, Oxford. 2s. 6d.; cloth boards, 3s. 6d.
7. *Rome, Outlines of the History of;* From the Earliest Period to the Christian Era and the Commencement of the Decline of the Empire. By EDWARD LEVIEN, of Balliol College, Oxford. Map, 2s. 6d.; cl. bds. 3s. 6d.
9. *Chronology of History, Art, Literature, and Progress,* from the Creation of the World to the Conclusion of the Franco-German War. The Continuation by W. D. HAMILTON, F.S.A., of Her Majesty's Record Office. 3s.; cloth boards, 3s. 6d.
50. *Dates and Events in English History,* for the use of Candidates in Public and Private Examinations. By the Rev. EDGAR RAND, B.A. 1s.

ENGLISH LANGUAGE AND MISCELLANEOUS.

11. **Grammar of the English Tongue, Spoken and Written.** With an Introduction to the Study of Comparative Philology. By HYDE CLARKE, D.C.L. Third Edition. 1s.
- 11*. **Philology: Handbook of the Comparative Philology of English, Anglo-Saxon, Frisian, Flemish or Dutch, Low or Platt Dutch, High Dutch or German, Danish, Swedish, Icelandic, Latin, Italian, French, Spanish, and Portuguese Tongues.** By HYDE CLARKE, D.C.L. 1s.
12. **Dictionary of the English Language, as Spoken and Written.** Containing above 100,000 Words. By HYDE CLARKE, D.C.L. 3s. 6d.; cloth boards, 4s. 6d.; complete with the GRAMMAR, cloth bds., 5s. 6d.
48. **Composition and Punctuation, familiarly Explained** for those who have neglected the Study of Grammar. By AUSTIN BRENNAN. 16th Edition. 1s.
49. **Derivative Spelling-Book: Giving the Origin of Every Word** from the Greek, Latin, Saxon, German, Teutonic, Dutch, French, Spanish, and other Languages; with their present Acceptation and Pronunciation. By J. ROWBOTHAM, F.R.A.S. Improved Edition. 1s. 6d.
51. **The Art of Extempore Speaking: Hints for the Pulpit, the Senate, and the Bar.** By M. BAUTAIN, Vicar-General and Professor at the Sorbonne. Translated from the French. Fifth Edition, carefully corrected. 2s. 6d.
52. **Mining and Quarrying, with the Sciences connected therewith.** First Book of, for Schools. By J. H. COLLINS, F.G.S., Lecturer to the Miners' Association of Cornwall and Devon. 1s. 6d.
53. **Places and Facts in Political and Physical Geography,** for Candidates in Public and Private Examinations. By the Rev. EDGAR RAND, B.A. 1s.
54. **Analytical Chemistry, Qualitative and Quantitative, a Course of.** To which is prefixed, a Brief Treatise upon Modern Chemical Nomenclature and Notation. By WM. W. PINK, Practical Chemist, &c., and GEORGE E. WEBSTER, Lecturer on Metallurgy and the Applied Sciences, Nottingham. 2s.

THE SCHOOL MANAGERS' SERIES OF READING BOOKS,

Adapted to the Requirements of the New Code. Edited by the Rev. A. R. GRANT, Rector of Hitcham, and Honorary Canon of Ely; formerly H.M. Inspector of Schools.

	s. d.		s. d.
INTRODUCTORY PRIMER . . .	0 3	THIRD STANDARD . . .	1 0
FIRST STANDARD . . .	0 6	FOURTH " . . .	1 2
SECOND " . . .	0 10	FIFTH " . . .	1 6

* * *A Sixth Standard in Preparation.*

LESSONS FROM THE BIBLE. Part I. Old Testament. 1s.

LESSONS FROM THE BIBLE. Part II. New Testament, to which is added THE GEOGRAPHY OF THE BIBLE, for very young Children. By Rev. C. THORNTON FORSTER. 1s. 2d. * * Or the Two Parts in One Volume. 2s.

FRENCH.

24. **French Grammar.** With Complete and Concise Rules on the Genders of French Nouns. By G. L. STRAUSS, Ph.D. 1s.
25. **French-English Dictionary.** Comprising a large number of New Terms used in Engineering, Mining, on Railways, &c. By ALFRED ELWES. 1s. 6d.

French, continued.

26. **English-French Dictionary.** By **ALFRED ELWES.** 2s.
 25,26. **French Dictionary** (as above). Complete, in One Vol., 3s.; cloth boards, 3s. 6d. *.* Or with the **GRAMMAR**, cloth boards, 4s. 6d.
 47. **French and English Phrase Book**: Containing Introductory Lessons, with Translations, for the convenience of Students; several Vocabularies of Words, a Collection of suitable Phrases, and Easy Familiar Dialogues. 2s.
-

GERMAN.

39. **German Grammar.** Adapted for English Students, from Heyse's Theoretical and Practical Grammar, by Dr. G. L. STRAUSS. 1s.
 40. **German Reader**: A Series of Extracts, carefully culled from the most approved Authors of Germany; with Notes, Philological and Explanatory. By G. L. STRAUSS, Ph.D. 1s.
 41. **German Tril实现 Dictionary.** By **NICHOLAS ESTERHAZY**, S. A. HAMILTON. Part I. English-German-French. 1s.
 42. **German Tril实现 Dictionary.** Part II. German-French-English. 1s.
 43. **German Tril实现 Dictionary.** Part III. French-German-English. 1s.
 41-43. **German Tril实现 Dictionary** (as above), in One Vol., 3s.; cloth boards, 4s. *.* Or with the **GERMAN GRAMMAR**, cloth boards, 5s.
-

ITALIAN.

27. **Italian Grammar**, arranged in Twenty Lessons, with a Course of Exercises. By **ALFRED ELWES.** 1s.
 28. **Italian Tril实现 Dictionary**, wherein the Genders of all the Italian and French Nouns are carefully noted down. By **ALFRED ELWES.** Vol. 1. Italian-English-French. 2s.
 30. **Italian Tril实现 Dictionary.** By **A. ELWES.** Vol. 2. English-French-Italian. 2s.
 32. **Italian Tril实现 Dictionary.** By **ALFRED ELWES.** Vol. 3. French-Italian-English. 2s.
 28,30, **Italian Tril实现 Dictionary** (as above). In One Vol., 6s.; 32. cloth boards, 7s. 6d. *.* Or with the **ITALIAN GRAMMAR**, cloth bds., 8s. 6d.
-

SPANISH.

34. **Spanish Grammar**, in a Simple and Practical Form. With a Course of Exercises. By **ALFRED ELWES.** 1s.
 35. **Spanish-English and English-Spanish Dictionary.** Including a large number of Technical Terms used in Mining, Engineering, &c., with the proper Accents and the Gender of every Noun. By **ALFRED ELWES.** 4s.; cloth boards, 5s. *.* Or with the **GRAMMAR**, cloth boards, 6s.
-

HEBREW.

- 46*. **Hebrew Grammar.** By **Dr. BRESSLAU.** 1s.
 44. **Hebrew and English Dictionary**, Biblical and Rabbinical; containing the Hebrew and Chaldee Roots of the Old Testament Post-Rabbinical Writings. By **Dr. BRESSLAU.** 6s. *.* Or with the **GRAMMAR**, 7s.
 46. **English and Hebrew Dictionary.** By **Dr. BRESSLAU.** 3s.
 44,46. **Hebrew Dictionary** (as above), in Two Vols., complete, with 46*. the **GRAMMAR**, cloth boards, 12s.
-

LATIN.

19. **Latin Grammar.** Containing the Inflections and Elementary Principles of Translation and Construction. By the Rev. THOMAS GOODWIN, M.A., Head Master of the Greenwich Proprietary School. 1s.
20. **Latin-English Dictionary.** Compiled from the best Authorities. By the Rev. THOMAS GOODWIN, M.A. 2s.
22. **English-Latin Dictionary;** together with an Appendix of French and Italian Words which have their origin from the Latin. By the Rev. THOMAS GOODWIN, M.A. 1s. 6d.
- 20, 22. **Latin Dictionary** (as above). Complete in One Vol., 3s. 6d.; cloth boards, 4s. 6d. * * Or with the GRAMMAR, cloth boards, 5s. 6d.

LATIN CLASSICS. With Explanatory Notes in English.

1. **Latin Delectus.** Containing Extracts from Classical Authors, with Genealogical Vocabularies and Explanatory Notes, by HENRY YOUNG, lately Second Master of the Royal Grammar School, Guildford. 1s.
2. **Cæsar's Commentarii de Bello Gallico.** Notes, and a Geographical Register for the Use of Schools, by H. YOUNG. 2s.
12. **Ciceronis Oratio pro Sexto Roscio Amerino.** Edited, with an Introduction, Analysis, and Notes Explanatory and Critical, by the Rev. JAMES DAVIES, M.A. 1s.
14. **Ciceronis Cato Major, Lælius, Brutus, sive de Senectute, de Amicitia, de Claris Oratoribus Dialogi.** With Notes by W. BROWN RIGG SMITH, M.A., F.R.G.S. 2s.
3. **Cornelius Nepos.** With Notes. Intended for the Use of Schools. By H. YOUNG. 1s.
6. **Horace; Odes, Epode, and Carmen Sæculare.** Notes by H. YOUNG. 1s. 6d.
7. **Horace; Satires, Epistles, and Ars Poetica.** Notes by W. BROWN RIGG SMITH, M.A., F.R.G.S. 1s. 6d.
21. **Juvenalis Satiræ.** With Prolegomena and Notes by T. H. S. ESCOTT, B.A., Lecturer on Logic at King's College, London. 1s. 6d.
16. **Livy: History of Rome.** Notes by H. YOUNG and W. B. SMITH, M.A. Part 1. Books i., ii., 1s. 6d.
- 16*. ——— Part 2. Books iii., iv., v., 1s. 6d.
17. ——— Part 3. Books xxi., xxii., 1s. 6d.
8. **Sallustii Crispi Catalina et Bellum Jugurthinum.** Notes Critical and Explanatory, by W. M. DONNE, B.A., Trinity College, Cambridge. 1s. 6d.
10. **Terentii Adelphi Hecyra, Phormio.** Edited, with Notes, Critical and Explanatory, by the Rev. JAMES DAVIES, M.A. 2s.
9. **Terentii Andria et Heautontimorumenos.** With Notes, Critical and Explanatory, by the Rev. JAMES DAVIES, M.A. 1s. 6d.
11. **Terentii Eunuchus, Comœdia.** Edited, with Notes, by the Rev. JAMES DAVIES, M.A. 1s. 6d. Or the Adelphi, Andria, and Eunuchus, 3 vols. in 1, cloth boards, 6s.
4. **Virgilii Maronis Bucolica et Georgica.** With Notes on the Bucolics by W. RUSHTON, M.A., and on the Georgics by H. YOUNG. 1s. 6d.
5. **Virgilii Maronis Æneis.** Notes, Critical and Explanatory, by H. YOUNG. 2s.
19. **Latin Verse Selections,** from Catullus, Tibullus, Propertius, and Ovid. Notes by W. B. DONNE, M.A., Trinity College, Cambridge. 2s.
20. **Latin Prose Selections,** from Varro, Columella, Vitruvius, Seneca, Quintilian, Florus, Velleius Paterculus, Valerius Maximus, Suetonius, Apuleius, &c. Notes by W. B. DONNE, M.A. 2s.

GREEK.

14. **Greek Grammar**, in accordance with the Principles and Philological Researches of the most eminent Scholars of our own day. By HANS CLAUDE HAMILTON. 1s.
- 15, 17. **Greek Lexicon**. Containing all the Words in General Use, with their Significations, Inflections, and Doubtful Quantities. By HENRY R. HAMILTON. Vol. 1. Greek-English, 2s.; Vol. 2. English-Greek, 2s. Or the Two Vols. in One, 4s.; cloth boards, 5s.
- 14, 15. **Greek Lexicon** (as above). Complete, with the GRAMMAR, in 17. One Vol., cloth boards, 6s.

GREEK CLASSICS. With Explanatory Notes in English.

1. **Greek Delectus**. Containing Extracts from Classical Authors, with Genealogical Vocabulary and Explanatory Notes, by H. YOUNG. New Edition, with an improved and enlarged Supplementary Vocabulary, by JOHN HUTCHISON, M.A., of the High School, Glasgow. 1s.
30. **Æschylus: Prometheus Vincit: The Prometheus Bound**. From the Text of DINDORF. Edited, with English Notes, Critical and Explanatory, by the Rev. JAMES DAVIES, M.A. 1s.
32. **Æschylus: Septem Contra Thebes: The Seven against Thebes**. From the Text of DINDORF. Edited, with English Notes, Critical and Explanatory, by the Rev. JAMES DAVIES, M.A. 1s.
40. **Aristophanes: Acharnians**. Chiefly from the Text of C. H. WEISZ. With Notes, by C. S. T. TOWNSHEND, M.A. 1s. 6d.
26. **Euripides: Alceste**. Chiefly from the Text of DINDORF. With Notes, Critical and Explanatory, by JOHN MILNER, B.A. 1s.
23. **Euripides: Hecuba and Medea**. Chiefly from the Text of DINDORF. With Notes, Critical and Explanatory, by W. BROWNRIGG SMITH, M.A., F.R.G.S. 1s. 6d.
- 14-17. **Herodotus, The History of**, chiefly after the Text of GAISFORD. With Preliminary Observations and Appendices, and Notes, Critical and Explanatory, by T. H. L. LEARY, M.A., D.C.L.
 Part 1. Books i., ii. (The Clio and Euterpe), 1s. 6d.
 Part 2. Books iii., iv. (The Thalia and Melpomene), 1s. 6d.
 Part 3. Books v.-vii. (The Terpsichore, Erato, and Polymnia) 1s. 6d.
 Part 4. Books viii., ix. (The Urania and Calliope) and Index, 1s. 6d.
- 5-12. **Homer, The Works of**. According to the Text of BARUMLEIN. With Notes, Critical and Explanatory, drawn from the best and latest Authorities, with Preliminary Observations and Appendices, by T. H. L. LEARY, M.A., D.C.L.
 THE ILLIAD: Part 1. Books i. to vi., 1s. 6d. | Part 3. Books xiii. to xviii., 1s. 6d.
 Part 2. Books vii. to xii., 1s. 6d. | Part 4. Books xix. to xxiv., 1s. 6d.
 THE ODYSSEY: Part 1. Books i. to vi., 1s. 6d. | Part 3. Books xiii. to xviii., 1s. 6d.
 Part 2. Books vii. to xii., 1s. 6d. | Part 4. Books xix. to xxiv., and Hymns, 2s.
4. **Lucian's Select Dialogues**. The Text carefully revised, with Grammatical and Explanatory Notes, by H. YOUNG. 1s.
13. **Plato's Dialogues: The Apology of Socrates, the Crito, and the Phædo**. From the Text of C. F. HERMANN. Edited with Notes, Critical and Explanatory, by the Rev. JAMES DAVIES, M.A. 2s.
18. **Sophocles: Œdipus Tyrannus**. Notes by H. YOUNG. 1s.
20. **Sophocles: Antigone**. From the Text of DINDORF. Notes, Critical and Explanatory, by the Rev. JOHN MILNER, B.A. 2s.
41. **Thucydides: History of the Peloponnesian War**. Notes by H. YOUNG. Book 1. 1s.
- 2, 3. **Xenophon's Anabasis; or, The Retreat of the Ten Thousand**. Notes and a Geographical Register, by H. YOUNG. Part 1. Books i. to iii., 1s. Part 2. Books iv. to vii., 1s.
42. **Xenophon's Panegyric on Agesilaus**. Notes and Introduction by LL. F. W. JEWITT. 1s. 6d.

LONDON, May, 1874.

A Catalogue of Books

INCLUDING MANY

NEW & STANDARD WORKS

IN

ENGINEERING, ARCHITECTURE,
AGRICULTURE, MATHEMATICS, MECHANICS,
SCIENCE, &c. &c.

PUBLISHED BY

LOCKWOOD & CO.,

7, STATIONERS'-HALL COURT, LUDGATE HILL, E.C.

ENGINEERING, SURVEYING, &c.

Humber's New Work on Water-Supply.

A COMPREHENSIVE TREATISE on the WATER-SUPPLY of CITIES and TOWNS. By WILLIAM HUMBER, Assoc. Inst. C.E., and M. Inst. M.E. Author of "Cast and Wrought Iron Bridge Construction," &c. &c. This work, it is expected, will contain about 50 Double Plates, and upwards of 300 pages of Text. Imp. 4to, half bound in morocco. *[In the press.]*

* * *In accumulating information for this volume, the Author has been very liberally assisted by several professional friends, who have made this department of engineering their special study. He has thus been in a position to prepare a work which, within the limits of a single volume, will supply the reader with the most complete and reliable information upon all subjects, theoretical and practical, connected with water supply. Through the kindness of Messrs. Anderson, Bateman, Hawksley, Homersham, Baldwin Latham, Lawson, Milne, Quick, Rawlinson, Simpson, and others, several works, constructed and in course of construction, from the designs of these gentlemen, will be fully illustrated and described.*

AMONGST OTHER IMPORTANT SUBJECTS THE FOLLOWING WILL BE TREATED
IN THE TEXT:—

Historical Sketch of the means that have been proposed and adopted for the Supply of Water.—Water and the Foreign Matter usually associated with it.—Rainfall and Evaporation.—Springs and Subterranean Lakes.—Hydraulics.—The Selection of Sites for Water Works.—Wells.—Reservoirs.—Filtration and Filter Beds.—Reservoir and Filter Bed Appendages.—Pumps and Appendages.—Pumping Machinery.—Culverts and Conduits, Aqueducts, Syphons, &c.—Distribution of Water.—Water Meters and general House Fittings.—Cost of Works for the Supply of Water.—Constant and Intermittent Supply.—Suggestions for preparing Plans, &c. &c., together with a Description of the numerous Works illustrated, viz:—Aberdeen, Bideford, Cockermouth, Dublin, Glasgow, Loch Katrine, Liverpool, Manchester, Rotherham, Sunderland, and several others; with copies of the Contract, Drawings and Specification in each case.

Humber's Modern Engineering. First Series.

A RECORD of the PROGRESS of MODERN ENGINEERING, 1863. Comprising Civil, Mechanical, Marine, Hydraulic, Railway, Bridge, and other Engineering Works, &c. By WILLIAM HUMBER, Assoc. Inst. C.E., &c. Imp. 4to, with 36 Double Plates, drawn to a large scale, and Photographic Portrait of John Hawkshaw, C.E., F.R.S., &c. Price 3*l.* 3*s.* half morocco.

List of the Plates.

NAME AND DESCRIPTION.	PLATES.	NAME OF ENGINEER.
Victoria Station and Roof—L. B. & S. C. Rail.	1 to 8	Mr. R. Jacomb Hood, C.E.
Southport Pier	9 and 10	Mr. James Brunlees, C.E.
Victoria Station and Roof—L. C. & D. & G. W. Railways	11 to 15A	Mr. John Fowler, C.E.
Roof of Cremorne Music Hall	16	Mr. William Humber, C.E.
Bridge over G. N. Railway	17	Mr. Joseph Cubitt, C.E.
Roof of Station—Dutch Rhenish Railway ..	18 and 19	Mr. Euschedi, C.E.
Bridge over the Thames—West London Extension Railway	20 to 24	Mr. William Baker, C.E.
Armour Plates	25	Mr. James Chalmers, C.E.
Suspension Bridge, Thames	26 to 29	Mr. Peter W. Barlow, C.E.
The Allen Engine	30	Mr. G. T. Porter, M.E.
Suspension Bridge, Avon	31 to 33	Mr. John Hawkshaw, C.E. and W. H. Barlow, C.E.
Underground Railway	34 to 36	Mr. John Fowler, C.E.

With copious Descriptive Letterpress, Specifications, &c.

"Handsomely lithographed and printed. It will find favour with many who desire to preserve in a permanent form copies of the plans and specifications prepared for the guidance of the contractors for many important engineering works."—*Engineer*.

Humber's Modern Engineering. Second Series.

A RECORD of the PROGRESS of MODERN ENGINEERING, 1864; with Photographic Portrait of Robert Stephenson, C.E., M.P., F.R.S., &c. Price 3*l.* 3*s.* half morocco.

List of the Plates.

NAME AND DESCRIPTION.	PLATES.	NAME OF ENGINEER.
Birkenhead Docks, Low Water Basin	1 to 15	Mr. G. F. Lyster, C.E.
Charing Cross Station Roof—C. C. Railway.	16 to 18	Mr. Hawkshaw, C.E.
Digswell Viaduct—Great Northern Railway.	19	Mr. J. Cubitt, C.E.
Robbery Wood Viaduct—Great N. Railway.	20	Mr. J. Cubitt, C.E.
Iron Permanent Way	20A	—
Clydach Viaduct—Merthyr, Tredegar, and Abergavenny Railway	21	Mr. Gardner, C.E.
Ebbw Viaduct ditto ditto	22	Mr. Gardner, C.E.
College Wood Viaduct—Cornwall Railway ..	23	Mr. Brunel.
Dublin Winter Palace Roof	24 to 26	Messrs. Ordish & Le Feuvre.
Bridge over the Thames—L. C. & D. Railw.	27 to 32	Mr. J. Cubitt, C.E.
Albert Harbour, Greenock	33 to 36	Messrs. Bell & Miller.

With copious Descriptive Letterpress, Specifications, &c.

"A *resumé* of all the more interesting and important works lately completed in Great Britain; and containing, as it does, carefully executed drawings, with full working details will be found a valuable accessory to the profession at large."—*Engineer*.

"Mr. Humber has done the profession good and true service, by the fine collection of examples he has here brought before the profession and the public."—*Practical Mechanic's Journal*.

Humber's Modern Engineering. Third Series.

A RECORD of the PROGRESS of MODERN ENGINEERING, 1865. Imp. 4to, with 40 Double Plates, drawn to a large scale, and Photographic Portrait of J. R. M'Clellan, Esq., late President of the Institution of Civil Engineers. Price 3*l.* 3*s.* half morocco.

List of Plates and Diagrams.

MAIN DRAINAGE, METROPOLIS.

NORTH SIDE.

Map showing Interception of Sewers.
Middle Level Sewer. Sewer under Regent's Canal.
Middle Level Sewer. Junction with Fleet Ditch.
Outfall Sewer. Bridge over River Lea. Elevation.
Outfall Sewer. Bridge over River Lea. Details.
Outfall Sewer. Bridge over River Lea. Details.
Outfall Sewer. Bridge over Marsh Lane, North Woolwich Railway, and Bow and Barking Railway Junction.
Outfall Sewer. Bridge over Bow and Barking Railway. Elevation.
Outfall Sewer. Bridge over Bow and Barking Railway. Details.
Outfall Sewer. Bridge over Bow and Barking Railway. Details.
Outfall Sewer. Bridge over East London Waterworks' Feeder. Elevation.
Outfall Sewer. Bridge over East London Waterworks' Feeder. Details.
Outfall Sewer. Reservoir. Plan.
Outfall Sewer. Reservoir. Section.
Outfall Sewer. Tumbling Bay and Outlet.
Outfall Sewer. Penstocks.

SOUTH SIDE.

Outfall Sewer. Bermondsey Branch.
Outfall Sewer. Bermondsey Branch.
Outfall Sewer. Reservoir and Outlet. Plan.

MAIN DRAINAGE, METROPOLIS,
continued—

Outfall Sewer. Reservoir and Outlet. Details.
Outfall Sewer. Reservoir and Outlet. Details.
Outfall Sewer. Reservoir and Outlet. Details.
Outfall Sewer. Filth Hoist.
Sections of Sewers (North and South Sides).

THAMES EMBANKMENT.

Section of River Wall.
Steam-boat Pier, Westminster. Elevation.
Steam-boat Pier, Westminster. Details.
Landing Stairs between Charing Cross and Waterloo Bridges.
York Gate. Front Elevation.
York Gate. Side Elevation and Details.
Overflow and Outlet at Savoy Street Sewer. Details.
Overflow and Outlet at Savoy Street Sewer. Penstock.
Overflow and Outlet at Savoy Street Sewer. Penstock.
Steam-boat Pier, Waterloo Bridge. Elevation.
Steam-boat Pier, Waterloo Bridge. Details.
Steam-boat Pier, Waterloo Bridge. Details.
Junction of Sewers. Plans and Sections.
Gullies. Plans and Sections.
Rolling Stock.
Granite and Iron Forts.

With copious Descriptive Letterpress, Specifications, &c.

Opinions of the Press.

"Mr. Humber's works—especially his annual 'Record,' with which so many of our readers are now familiar—fill a void occupied by no other branch of literature. . . . The drawings have a constantly increasing value, and whoever desires to possess clear representations of the two great works carried out by our Metropolitan Board will obtain Mr. Humber's last volume."—*Engineering*.

"No engineer, architect, or contractor should fail to preserve these records of works which, for magnitude, have not their parallel in the present day, no student in the profession but should carefully study the details of these great works, which he may be one day called upon to imitate."—*Mechanic's Magazine*.

"A work highly creditable to the industry of its author. . . . The volume is quite an encyclopædia for the study of the student who desires to master the subject of municipal drainage on its scale of greatest development."—*Practical Mechanic's Journal*.

Humber's Modern Engineering. Fourth Series.

A RECORD of the PROGRESS of MODERN ENGINEERING, 1866. Imp. 4to, with 36 Double Plates, drawn to a large scale, and Photographic Portrait of John Fowler, Esq., President of the Institution of Civil Engineers. Price 3*l.* 3*s.* half-morocco.

List of the Plates and Diagrams.

NAME AND DESCRIPTION.	PLATES.	NAME OF ENGINEER.
Abbey Mills Pumping Station, Main Drainage, Metropolis.....	1 to 4	Mr. Bazalgette, C.E.
Barrow Docks	5 to 9	Messrs. M ^c Clean & Stillman, [C. E.]
Manqua Viaduct, Santiago and Valparaiso Railway.....	10, 11	Mr. W. Loyd, C.E.
Adams' Locomotive, St. Helen's Canal Railw. Cannon Street Station Roof, Charing Cross Railway.....	12, 13	Mr. H. Cross, C.E.
Road Bridge over the River Moka.....	14 to 16	Mr. J. Hawkshaw, C.E.
Telegraphic Apparatus for Mesopotamia	17, 18	Mr. H. Wakefield, C.E.
Viaduct over the River Wye, Midland Railw. St. Germans Viaduct, Cornwall Railway	19	Mr. Siemens, C.E.
Wrought-Iron Cylinder for Diving Bell.....	20 to 22	Mr. W. H. Barlow, C.E.
Millwall Docks.....	23, 24	Mr. Brunel, C.E.
	25	Mr. J. Coode, C.E.
	26 to 31	Messrs. J. Fowler, C.E., and William Wilson, C.E.
Milroy's Patent Excavator	32	Mr. Milroy, C.E.
Metropolitan District Railway.....	33 to 38	Mr. J. Fowler, Engineer-in-Chief, and Mr. T. M. Johnson, C.E.
Harbours, Ports, and Breakwaters.....	A to C	---

The Letterpress comprises—

A concluding article on Harbours, Ports, and Breakwaters, with Illustrations and detailed descriptions of the Breakwater at Cherbourg, and other important modern works; an article on the Telegraph Lines of Mesopotamia; a full description of the Wrought-iron Diving Cylinder for Ceylon, the circumstances under which it was used, and the means of working it; full description of the Millwall Docks; &c., &c., &c.

Opinions of the Press.

"Mr. Humber's 'Record of Modern Engineering' is a work of peculiar value, as well to those who design as to those who study the art of engineering construction. It embodies a vast amount of practical information in the form of full descriptions and working drawings of all the most recent and noteworthy engineering works. The plates are excellently lithographed, and the present volume of the 'Record' is not a whit behind its predecessors."—*Mechanics Magazine*.

"We gladly welcome another year's issue of this valuable publication from the able pen of Mr. Humber. The accuracy and general excellence of this work are well known, while its usefulness in giving the measurements and details of some of the latest examples of engineering, as carried out by the most eminent men in the profession, cannot be too highly prized."—*Artisan*.

"The volume forms a valuable companion to those which have preceded it, and cannot fail to prove a most important addition to every engineering library."—*Mining Journal*.

"No one of Mr. Humber's volumes was bad; all were worth their cost, from the mass of plates from well-executed drawings which they contained. In this respect, perhaps, this last volume is the most valuable that the author has produced."—*Practical Mechanics' Journal*.

Humber's Great Work on Bridge Construction.

A COMPLETE and PRACTICAL TREATISE on CAST and WROUGHT-IRON BRIDGE CONSTRUCTION, including Iron Foundations. In Three Parts—Theoretical, Practical, and Descriptive. By WILLIAM HUMBER, Assoc. Inst. C.E., and M. Inst. M.E. Third Edition, revised and much improved, with 115 Double Plates (20 of which now first appear in this edition), and numerous additions to the Text. In 2 vols. imp. 4to., price 6*l.* 16*s.* 6*d.* half-bound in morocco.

"A very valuable contribution to the standard literature of civil engineering. In addition to elevations, plans, and sections, large scale details are given, which very much enhance the instructive worth of these illustrations. No engineer would willingly be without so valuable a fund of information."—*Civil Engineer and Architect's Journal*.

"The First or Theoretical Part contains mathematical investigations of the principles involved in the various forms now adopted in bridge construction. These investigations are exceedingly complete, having evidently been very carefully considered and worked out to the utmost extent that can be desired by the practical man. The tables are of a very useful character, containing the results of the most recent experiments, and amongst them are some valuable tables of the weight and cost of cast and wrought-iron structures actually erected. The volume of text is amply illustrated by numerous woodcuts, plates, and diagrams; and the plates in the second volume do great credit to both draughtsmen and engravers. In conclusion, we have great pleasure in cordially recommending this work to our readers."—*Artisan*.

"Mr. Humber's stately volumes lately issued—in which the most important bridges erected during the last five years, under the direction of the late Mr. Brunel, Sir W. Cubitt, Mr. Hawkshaw, Mr. Page, Mr. Fowler, Mr. Hemans, and others among our most eminent engineers, are drawn and specified in great detail."—*Engineer*.

Weale's Engineer's Pocket-Book.

THE ENGINEER'S, ARCHITECT'S, and CONTRACTOR'S POCKET-BOOK (LOCKWOOD & Co.'s; formerly WEALE'S). Published Annually. In roan tuck, gilt edges, with 10 Copper Plates and numerous Woodcuts. Price 6*s.*

"A vast amount of really valuable matter condensed into the small dimensions of a book which is, in reality, what it professes to be—a pocket-book. We cordially recommend the book to the notice of the managers of coal and other mines; to them it will prove a handy book of reference on a variety of subjects more or less intimately connected with their profession."—*Colliery Guardian*.

"Every branch of engineering is treated of, and facts, figures, and data of every kind abound."—*Mechanics' Mag.*

"It contains a large amount of information peculiarly valuable to those for whose use it is compiled. We cordially commend it to the engineering and architectural professions generally."—*Mining Journal*.

Iron Bridges, Girders, Roofs, &c.

A TREATISE on the APPLICATION of IRON to the CONSTRUCTION of BRIDGES, GIRDERS, ROOFS, and OTHER WORKS; showing the Principles upon which such Structures are Designed, and their Practical Application. Especially arranged for the use of Students and Practical Mechanics, all Mathematical Formulæ and Symbols being excluded. By FRANCIS CAMPIN, C.E. With numerous Diagrams. 12mo., cloth boards, 3*s.*

"For numbers of young engineers the book is just the cheap, handy, first guide they want."—*Middlesborough Weekly News*.

"Invaluable to those who have not been educated in mathematics."—*Colliery Guardian*.

"Remarkably accurate and well written."—*Artisan*.

Barlow on the Strength of Materials, enlarged.

A TREATISE ON THE STRENGTH OF MATERIALS, with Rules for application in Architecture, the Construction of Suspension Bridges, Railways, &c.; and an Appendix on the Power of Locomotive Engines, and the effect of Inclined Planes and Gradients. By PETER BARLOW, F.R.S. A New Edition, revised by his Sons, P. W. BARLOW, F.R.S., and W. H. BARLOW, F.R.S., to which are added Experiments by HODGKINSON, FAIRBAIRN, and KIRKALDY; an Essay (with Illustrations) on the effect produced by passing Weights over Elastic Bars, by the Rev. ROBERT WILLIS, M.A., F.R.S. And Formulæ for Calculating Girders, &c. The whole arranged and edited by W. HUMBER, Assoc. Inst. C.E., Author of "A Complete and Practical Treatise on Cast and Wrought-Iron Bridge Construction," &c. &c. Demy 8vo, 400 pp., with 19 large Plates, and numerous woodcuts, price 18s. cloth.

"Although issued as the sixth edition, the volume under consideration is worthy of being regarded, for all practical purposes, as an entirely new work . . . the book is undoubtedly worthy of the highest commendation."—*Mining Journal*.

"An increased value has been given to this very valuable work by the addition of a large amount of information, which cannot prove otherwise than highly useful to those who require to consult it. . . . The arrangement and editing of this mass of information has been undertaken by Mr. Humber, who has most ably fulfilled a task requiring special care and ability to render it a success."—*Mechanics' Magazine*.

"The best book on the subject which has yet appeared. . . . We know of no work that so completely fulfils its mission."—*English Mechanic*.

"There is not a pupil in an engineering school, an apprentice in an engineer's or architect's office, or a competent clerk of works, who will not recognise in the scientific volume newly given to circulation, an old and valued friend."—*Building News*.

"The standard treatise upon this particular subject."—*Engineer*.

Strains, Formulæ & Diagrams for Calculation of.

A HANDY BOOK for the CALCULATION of STRAINS in GIRDERS and SIMILAR STRUCTURES, and their STRENGTH; consisting of Formulæ and Corresponding Diagrams, with numerous Details for Practical Application, &c. By WILLIAM HUMBER, Assoc. Inst. C.E., &c. Fcap. 8vo, with nearly 100 Woodcuts and 3 Plates, price 7s. 6d. cloth.

"The arrangement of the matter in this little volume is as convenient as it well could be. . . . The system of employing diagrams as a substitute for complex computations is one justly coming into great favour, and in that respect Mr. Humber's volume is fully up to the times."—*Engineering*.

"The formulæ are neatly expressed, and the diagrams good."—*Athenæum*.

"We heartily commend this really handy book to our engineer and architect readers."—*English Mechanic*.

Mechanical Engineering.

A PRACTICAL TREATISE ON MECHANICAL ENGINEERING: comprising Metallurgy, Moulding, Casting, Forging, Tools, Workshop Machinery, Mechanical Manipulation, Manufacture of the Steam Engine, &c. &c. With an Appendix on the Analysis of Iron and Iron Ore, and Glossary of Terms. By FRANCIS CAMPIN, C.E. Illustrated with 91 Woodcuts and 28 Plates of Slotting, Shaping, Drilling, Punching, Shearing, and Riveting Machines—Blast, Refining, and Reverberatory Furnaces—Steam Engines, Governors, Boilers, Locomotives, &c. 8vo, cloth, 12s.

Strains.

THE STRAINS ON STRUCTURES OF IRONWORK; with Practical Remarks on Iron Construction. By F. W. SHEILDS, M. Inst. C.E. Second Edition, with 5 plates. Royal 8vo, 5s. cloth.

CONTENTS.—Introductory Remarks; Beams Loaded at Centre; Beams Loaded at unequal distances between supports; Beams uniformly Loaded; Girders with triangular bracing Loaded at centre; Ditto, Loaded at unequal distances between supports; Ditto, uniformly Loaded; Calculation of the Strains on Girders with triangular Basings; Cantilevers; Continuous Girders; Lattice Girders; Girders with Vertical Struts and Diagonal Ties; Calculation of the Strains on Ditto; Bow and String Girders; Girders of a form not belonging to any regular figure; Plate Girders; Apportionments of Material to Strain; Comparison of different Girders; Proportion of Length to Depth of Girders; Character of the Work; Iron Roofs.

Construction of Iron Beams, Pillars, &c.

IRON AND HEAT, Exhibiting the Principles concerned in the Construction of Iron Beams, Pillars, and Bridge Girders, and the Action of Heat in the Smelting Furnace. By JAMES ARMOUR, C.E. Woodcuts, 12mo, cloth boards, 3s. 6d.; cloth limp, 2s. 6d.

"A very useful and thoroughly practical little volume, in every way deserving of circulation amongst working men."—*Mining Journal*.

"No ironworker who wishes to acquaint himself with the principles of his own trade can afford to be without it."—*South Durham Mercury*.

Power in Motion.

POWER IN MOTION: Horse Power, Motion, Toothed Wheel Gearing, Long and Short Driving Bands, Angular Forces, &c. By JAMES ARMOUR, C.E. With 73 Diagrams. 12mo, cloth boards, 3s. 6d. [*Recently published.*]

"Numerous illustrations enable the author to convey his meaning as explicitly as it is perhaps possible to be conveyed. The value of the theoretic and practical knowledge imparted cannot well be over estimated."—*Newcastle Weekly Chronicle*.

Metallurgy of Iron.

A TREATISE ON THE METALLURGY OF IRON: containing Outlines of the History of Iron Manufacture, Methods of Assay, and Analyses of Iron Ores, Processes of Manufacture of Iron and Steel, &c. By H. BAUERMAN, F.G.S., Associate of the Royal School of Mines. With numerous Illustrations. Fourth Edition, revised and much enlarged. 12mo., cloth boards, 5s. 6d.

[*Just published.*]

"Carefully written, it has the merit of brevity and conciseness, as to less important points, while all material matters are very fully and thoroughly entered into."—*Standard*.

Trigonometrical Surveying.

AN OUTLINE OF THE METHOD OF CONDUCTING A TRIGONOMETRICAL SURVEY, for the Formation of Geographical and Topographical Maps and Plans, Military Reconnaissance, Levelling, &c., with the most useful Problems in Geodesy and Practical Astronomy, and Formulæ and Tables for Facilitating their Calculation. By LIEUT-GENERAL FROME, R.E., late Inspector-General of Fortifications, &c. Fourth Edition, Enlarged, thoroughly Revised, and partly Re-written. By CAPTAIN CHARLES WARREN, R.E., F.G.S. With 19 Plates and 115 Woodcuts, royal 8vo, price 16s. cloth.

Hydraulics.

HYDRAULIC TABLES, CO-EFFICIENTS, and FORMULÆ for finding the Discharge of Water from Orifices, Notches, Weirs, Pipes, and Rivers. By JOHN NEVILLE, Civil Engineer, M.R.I.A. Second Edition, with extensive Additions, New Formulæ, Tables, and General Information on Rain-fall, Catchment-Basins, Drainage, Sewerage, Water Supply for Towns and Mill Power. With numerous Woodcuts, 8vo, 16s. cloth.

. This work contains a vast number of different hydraulic formulae, and the most extensive and accurate tables yet published for finding the mean velocity of discharge from triangular, quadrilateral, and circular orifices, pipes, and rivers; with experimental results and co-efficients; effects of friction; of the velocity of approach; and of curves, bends, contractions, and expansions; the best form of channel; the drainage effects of long and short weirs, and weir-basins; extent of back-water from weirs; contracted channels; catchment-basins; hydrostatic and hydraulic pressure; water-power, &c. &c.

Levelling.

A TREATISE on the PRINCIPLES and PRACTICE of LEVELLING; showing its Application to Purposes of Railway and Civil Engineering, in the Construction of Roads; with Mr. TELFORD'S Rules for the same. By FREDERICK W. SIMMS, F.G.S., M. Inst. C.E. Fifth Edition, very carefully revised, with the addition of Mr. LAW'S Practical Examples for Setting out Railway Curves, and Mr. TRAUTWINE'S Field Practice of Laying out Circular Curves. With 7 Plates and numerous Woodcuts. 8vo, 8s. 6d. cloth.

. TRAUTWINE on Curves, separate, price 5s.

"One of the most important text-books for the general surveyor, and there is scarcely a question connected with levelling for which a solution would be sought but that would be satisfactorily answered by consulting the volume."—*Mining Journal*.

"The text-book on levelling in most of our engineering schools and colleges."—*Engineer*.

"The publishers have rendered a substantial service to the profession, especially to the younger members, by bringing out the present edition of Mr. Simms's useful work."—*Engineering*.

Tunnelling.

PRACTICAL TUNNELLING; explaining in Detail the Setting out of the Works; Shaft Sinking and Heading Driving; Ranging the Lines and Levelling Under-Ground; Sub-Excavating, Timbering, and the Construction of the Brickwork of Tunnels; with the Amount of Labour required for, and the Cost of the various Portions of the Work. By FREDK. W. SIMMS, F.R.A.S., F.G.S., M. Inst. C.E., Author of "A Treatise on the Principles and Practice of Levelling," &c. &c. Second Edition, revised by W. DAVIS HASKOLL, Civil Engineer, Author of "The Engineer's Field-Book," &c. &c. With 16 large folding Plates and numerous Woodcuts. Imperial 8vo, 17. 1s. cloth.

Strength of Cast Iron, &c.

A PRACTICAL ESSAY on the STRENGTH of CAST IRON and OTHER METALS. By the late THOMAS TREDGOLD, Mem. Inst. C.E., Author of "Elementary Principles of Carpentry," &c. Fifth Edition, Edited by EATON HODGKINSON, F.R.S.; to which are added EXPERIMENTAL RESEARCHES on the STRENGTH and OTHER PROPERTIES of CAST IRON. By the EDITOR. The whole Illustrated with 9 Engravings and numerous Woodcuts. 8vo, 12s. cloth.

* * * HODGKINSON'S EXPERIMENTAL RESEARCHES ON THE STRENGTH AND OTHER PROPERTIES OF CAST IRON may be had separately. With Engravings and Woodcuts. 8vo, price 6s. cloth.

The High-Pressure Steam Engine.

THE HIGH-PRESSURE STEAM ENGINE; an Exposition of its Comparative Merits, and an Essay towards an Improved System of Construction, adapted especially to secure Safety and Economy. By Dr. ERNST ALBAN, Practical Machine Maker, Plau, Mecklenberg. Translated from the German, with Notes, by Dr. POLE, F.R.S., M. Inst. C.E., &c. &c. With 28 fine Plates, 8vo, 16s. 6d. cloth.

"A work like this, which goes thoroughly into the examination of the high-pressure engine, the boiler, and its appendages, &c., is exceedingly useful, and deserves a place in every scientific library."—*Steam Shipping Chronicle*.

Steam Boilers.

A TREATISE ON STEAM BOILERS: their Strength, Construction, and Economical Working. By ROBERT WILSON, late Inspector for the Manchester Steam Users' Association for the Prevention of Steam Boiler Explosions, and for the Attainment of Economy in the Application of Steam. 12mo, cloth boards, 328 pages, price 6s.

Tables of Curves.

TABLES OF TANGENTIAL ANGLES and MULTIPLES for setting out Curves from 5 to 200 Radius. By ALEXANDER BEAZELEY, M. Inst. C.E. Printed on 48 Cards, and sold in a cloth box, waistcoat-pocket size, price 3s. 6d.

"Each table is printed on a small card, which, being placed on the theodolite, leaves the hands free to manipulate the instrument—no small advantage as regards the rapidity of work. They are clearly printed, and compactly fitted into a small case for the pocket—an arrangement that will recommend them to all practical men."—*Engineer*.

"Very handy: a man may know that all his day's work must fall on two of these cards, which he puts into his own card-case, and leaves the rest behind."—*Athenaeum*.

Laying Out Curves.

THE FIELD PRACTICE of LAYING OUT CIRCULAR CURVES for RAILROADS. By JOHN C. TRAUTWINE, C.E. (Extracted from SIMMS's Work on Levelling). 8vo, 5s. sewed.

Estimate and Price Book.

THE CIVIL ENGINEER'S AND CONTRACTOR'S ESTIMATE AND PRICE BOOK for Home or Foreign Service : in reference to Roads, Railways, Tramways, Docks, Harbours, Forts, Fortifications, Bridges, Aqueducts, Tunnels, Sewers, Waterworks, Gasworks, Stations, Barracks, Warehouses, &c. &c. &c. With Specifications for Permanent Way, Telegraph Materials, Plant, Maintenance, and Working of a Railway ; and a Priced List of Machinery, Plant, Tools, &c. By W. D. HASKOLL, C.E. Plates and Woodcuts. Published annually. 8vo, cloth, 6s.

"As furnishing a variety of data on every conceivable want to civil engineers and contractors, this book has ever stood perhaps unrivalled."—*Architect*.

Surveying (Land and Marine).

LAND AND MARINE SURVEYING, in Reference to the Preparation of Plans for Roads and Railways, Canals, Rivers, Towns' Water Supplies, Docks and Harbours ; with Description and Use of Surveying Instruments. By W. DAVIS HASKOLL, C.E., Author of "The Engineer's Field Book," "Examples of Bridge and Viaduct Construction," &c. Demy 8vo, price 12s. 6d. cloth, with 14 folding Plates, and numerous Woodcuts.

"A most useful and well arranged book for the aid of a student. . . . We can strongly recommend it as a carefully-written and valuable text-book."—*Builder*.

"Mr. Haskoll has knowledge and experience, and can so give expression to it as to make any matter on which he writes, clear to the youngest pupil in a surveyor's office."—*Colliery Guardian*.

"A volume which cannot fail to prove of the utmost practical utility. . . . It is one which may be safely recommended to all students who aspire to become clean and expert surveyors."—*Mining Journal*.

Engineering Fieldwork.

THE PRACTICE OF ENGINEERING FIELDWORK, applied to Land and Hydraulic, Hydrographic, and Submarine Surveying and Levelling. Second Edition, revised, with considerable additions, and a Supplementary Volume on WATERWORKS, SEWERS, SEWAGE, and IRRIGATION. By W. DAVIS HASKOLL, C.E. Numerous folding Plates. Demy 8vo, 2 vols. in one, cloth boards, 1l. 1s. (published at 2l. 4s.)

Mining Surveying and Valuing.

THE MINERAL SURVEYOR AND VALUER'S COMPLETE GUIDE, comprising a Treatise on Improved Mining Surveying, with new Traverse Tables ; and Descriptions of Improved Instruments ; also an Exposition of the Correct Principles of Laying out and Valuing Home and Foreign Iron and Coal Mineral Properties: to which is appended M. THOMAN'S (of the Crédit Mobilier, Paris) TREATISE ON COMPOUND INTEREST and ANNUITIES, with LOGARITHMIC TABLES. By WILLIAM LINTERN, Mining and Civil Engineer. 12mo, strongly bound in cloth boards, with four Plates of Diagrams, Plans, &c., price 10s. 6d.

"Contains much valuable information given in a small compass, and which, as far as we have tested it, is thoroughly trustworthy."—*Iron and Coal Trades Review*.

"The matter, arrangement, and illustration of this work are all excellent, and make it one of the best of its kind."—*Standard*.

Fire Engineering.

FIRES, FIRE-ENGINES, AND FIRE BRIGADES. With a History of Fire-Engines, their Construction, Use, and Management; Remarks on Fire-Proof Buildings, and the Preservation of Life from Fire; Statistics of the Fire Appliances in English Towns; Foreign Fire Systems; Hints on Fire Brigades, &c., &c. By CHARLES F. T. YOUNG, C.E. With numerous Illustrations, handsomely printed, 544 pp., demy 8vo, price 1*l.* 4*s.* cloth.

"We can most heartily commend this book. . . . It is really the only English work we now have upon the subject."—*Engineering*.

"We strongly recommend the book to the notice of all who are in any way interested in fires, fire-engines, or fire-brigades."—*Mechanics' Magazine*.

Manual of Mining Tools.

MINING TOOLS. For the use of Mine Managers, Agents, Mining Students, &c. By WILLIAM MORGANS, Lecturer on Practical Mining at the Bristol School of Mines. Volume of Text. 12mo. With an Atlas of Plates, containing 235 Illustrations. 4to. Together, price 9*s.* cloth boards. [Recently published.]

"Students in the Science of Mining, and not only they, but subordinate officials in mines, and even Overmen, Captains, Managers, and Viewers may gain practical knowledge and useful hints by the study of Mr. Morgans's Manual."—*Colliery Guardian*.

"A very valuable work, which will tend materially to improve our mining literature."—*Mining Journal*.

Gas and Gasworks.

A TREATISE on GASWORKS and the PRACTICE of MANUFACTURING and DISTRIBUTING COAL GAS. By SAMUEL HUGHES, C.E. Third Edition, revised by W. RICHARDS, C.E. With 68 Woodcuts, bound in cloth boards, 12mo, price 4*s.*

Waterworks for Cities and Towns.

WATERWORKS for the SUPPLY of CITIES and TOWNS, with a Description of the Principal Geological Formations of England as influencing Supplies of Water. By SAMUEL HUGHES, F.G.S., Civil Engineer. New and enlarged edition, 12mo, cloth boards, with numerous Illustrations, price 5*s.*

"One of the most convenient, and at the same time reliable works on a subject, the vital importance of which cannot be over-estimated."—*Bradford Observer*.

Coal and Coal Mining.

COAL AND COAL MINING: a Rudimentary Treatise on. By WARINGTON W. SMYTH, M.A., F.R.S., &c., Chief Inspector of the Mines of the Crown and of the Duchy of Cornwall. New edition, revised and corrected. 12mo., cloth boards, with numerous Illustrations, price 4*s.* 6*d.*

"Every portion of the volume appears to have been prepared with much care, and as an outline is given of every known coal-field in this and other countries, as well as of the two principal methods of working, the book will doubtless interest a very large number of readers."—*Mining Journal*.

"Certainly experimental skill and rule-of-thumb practice would be greatly enriched by the addition of the theoretical knowledge and scientific information which Mr. Warington Smyth communicates in combination with the results of his own experience and personal research."—*Colliery Guardian*.

Field-Book for Engineers.

THE ENGINEER'S, MINING SURVEYOR'S, and CONTRACTOR'S FIELD-BOOK. By W. DAVIS HASKOLL, Civil Engineer. Third Edition, much enlarged, consisting of a Series of Tables, with Rules, Explanations of Systems, and Use of Theodolite for Traverse Surveying and Plotting the Work with minute accuracy by means of Straight Edge and Set Square only; Levelling with the Theodolite, Casting out and Reducing Levels to Datum, and Plotting Sections in the ordinary manner; Setting out Curves with the Theodolite by Tangential Angles and Multiples with Right and Left-hand Readings of the Instrument; Setting out Curves without Theodolite on the System of Tangential Angles by Sets of Tangents and Offsets; and Earthwork Tables to 80 feet deep, calculated for every 6 inches in depth. With numerous wood-cuts, 12mo, price 12s. cloth.

"A very useful work for the practical engineer and surveyor. Every person engaged in engineering field operations will estimate the importance of such a work and the amount of valuable time which will be saved by reference to a set of reliable tables prepared with the accuracy and fulness of those given in this volume."—*Railway News*.

"The book is very handy, and the author might have added that the separate tables of sines and tangents to every minute will make it useful for many other purposes, the genuine traverse tables existing all the same."—*Athenæum*.

"The work forms a handsome pocket volume, and cannot fail, from its portability and utility, to be extensively patronised by the engineering profession."—*Mining Journal*.

"We strongly recommend this second edition of Mr. Haskoll's 'Field Book' to all classes of surveyors."—*Colliery Guardian*.

Earthwork, Measurement and Calculation of.

A MANUAL on EARTHWORK. By ALEX. J. S. GRAHAM, C.E., Resident Engineer, Forest of Dean Central Railway. With numerous Diagrams. 18mo, 2s. 6d. cloth.

"As a really handy book for reference, we know of no work equal to it; and the railway engineers and others employed in the measurement and calculation of earth, work will find a great amount of practical information very admirably arranged, and available for general or rough estimates, as well as for the more exact calculations required in the engineers' contractor's offices."—*Artisan*.

Harbours.

THE DESIGN and CONSTRUCTION of HARBOURS: A Treatise on Maritime Engineering. By THOMAS STEVENSON, F.R.S.E., F.G.S., M.I.C.E. Second Edition, containing many additional subjects, and otherwise generally extended and revised. With 20 Plates and numerous Cuts. Small 4to, 15s. cloth.

Mathematical and Drawing Instruments.

A TREATISE ON THE PRINCIPAL MATHEMATICAL AND DRAWING INSTRUMENTS employed by the Engineer, Architect, and Surveyor. By FREDERICK W. SIMMS, M. Inst. C.E., Author of "Practical Tunnelling," &c. Third Edition, with numerous Cuts. 12mo, price 3s. 6d. cloth.

Bridge Construction in Masonry, Timber, & Iron.

EXAMPLES OF BRIDGE AND VIADUCT CONSTRUCTION OF MASONRY, TIMBER, AND IRON; consisting of 46 Plates from the Contract Drawings or Admeasurement of select Works. By W. DAVIS HASKOLL, C.E. Second Edition, with the addition of 554 Estimates, and the Practice of Setting out Works, illustrated with 6 pages of Diagrams. Imp. 4to, price 2*l.* 12*s.* 6*d.* half-morocco.

"One of the very few works extant descending to the level of ordinary routine, and treating on the common every-day practice of the railway engineer. . . . A work of the present nature by a man of Mr. Haskoll's experience, must prove invaluable to hundreds. The tables of estimates appended to this edition will considerably enhance its value."—*Engineering*.

Mathematical Instruments, their Construction, &c.

MATHEMATICAL INSTRUMENTS: THEIR CONSTRUCTION, ADJUSTMENT, TESTING, AND USE; comprising Drawing, Measuring, Optical, Surveying, and Astronomical Instruments. By J. F. HEATHER, M.A., Author of "Practical Plane Geometry," "Descriptive Geometry," &c. Enlarged Edition, for the most part entirely rewritten. With numerous Wood-cuts. 12mo, cloth boards, price 5*s.*

Oblique Arches.

A PRACTICAL TREATISE ON THE CONSTRUCTION of OBLIQUE ARCHES. By JOHN HART. Third Edition, with Plates. Imperial 8vo, price 8*s.* cloth.

Oblique Bridges.

A PRACTICAL and THEORETICAL ESSAY on OBLIQUE BRIDGES, with 13 large folding Plates. By GEO. WATSON BUCK, M. Inst. C.E. Second Edition, corrected by W. H. BARLOW, M. Inst. C.E. Imperial 8vo, 12*s.* cloth.

"The standard text-book for all engineers regarding skew arches, is Mr. Buck's treatise, and it would be impossible to consult a better."—*Engineer*.

Weale's Series of Rudimentary Works.

These highly popular and cheap Series of Books, now comprising nearly Three Hundred distinct Works in almost every department of Science, Art, and Education, are recommended to the notice of Engineers, Architects, Builders, Artizans, and Students generally, as well as to those interested in Workmen's Libraries, Free Libraries, Literary and Scientific Institutions, Colleges, Schools, Science Classes, &c., &c.

. Lists may be had on application to LOCKWOOD & CO.

Weale's Dictionary of Terms in Architecture, Engineering, Art, &c.

A DICTIONARY of TERMS used in ARCHITECTURE, BUILDING, ENGINEERING, MINING, METALLURGY, ARCHÆOLOGY, the FINE ARTS, &c. By JOHN WEALE. Fourth Edition, enlarged and revised by ROBERT HUNT, F.R.S., Keeper of Mining Records, Editor of "Ure's Dictionary of Arts," &c. 12mo, cloth boards, price 6*s.*

ARCHITECTURE, &c.

Construction.

THE SCIENCE OF BUILDING: an Elementary Treatise on the Principles of Construction. By E. WYNDHAM TARN, M.A., Architect. Illustrated with 47 Wood Engravings. Demy 8vo, price 8s. 6d. cloth.

[Recently published.

"A very valuable book, which we strongly recommend to all students."—*Builder*.
"While Mr. Tarn's valuable little volume is quite sufficiently scientific to answer the purposes intended, it is written in a style that will deservedly make it popular. The diagrams are numerous and exceedingly well executed, and the treatise does credit alike to the author and the publisher."—*Engineer*.

"No architectural student should be without this hand-book of constructional knowledge."—*Architect*.

"The book is very far from being a mere compilation; it is an able digest of information which is only to be found scattered through various works, and contains more really original writing than many putting forth far stronger claims to originality."—*Engineering*.

Beaton's Pocket Estimator.

THE POCKET ESTIMATOR FOR THE BUILDING TRADES, being an easy method of estimating the various parts of a Building collectively, more especially applied to Carpenters' and Joiners' work, priced according to the present value of material and labour. By A. C. BEATON, Author of 'Quantities and Measurements.' 33 Woodcuts. Leather, waistcoat-pocket size. 2s.

Beaton's Builders' and Surveyors' Technical Guide.

THE POCKET TECHNICAL GUIDE AND MEASURER FOR BUILDERS AND SURVEYORS: containing a Complete Explanation of the Terms used in Building Construction, Memoranda for Reference, Technical Directions for Measuring Work in all the Building Trades, with a Treatise on the Measurement of Timbers, and Complete Specifications for Houses, Roads, and Drains. By A. C. BEATON, Author of 'Quantities and Measurements.' With 19 Woodcuts. Leather. Waistcoat pocket size. 2s.

[Now ready.

Villa Architecture.

A HANDY BOOK of VILLA ARCHITECTURE; being a Series of Designs for Villa Residences in various Styles. With Detailed Specifications and Estimates. By C. WICKES, Architect, Author of "The Spires and Towers of the Mediæval Churches of England," &c. First Series, consisting of 30 Plates; Second Series, 31 Plates. Complete in 1 vol., 4to, price 2l. 10s. half morocco. Either Series separate, price 1l. 7s. each, half morocco.

"The whole of the designs bear evidence of their being the work of an artistic architect, and they will prove very valuable and suggestive to architects, students, and amateurs."—*Building News*.

The Architect's Guide.

THE ARCHITECT'S GUIDE; or, Office and Pocket Companion for Engineers, Architects, Land and Building Surveyors, Contractors, Builders, Clerks of Works, &c. By W. DAVIS HASKOLL, C.E., R. W. BILLINGS, Architect, F. ROGERS, and P. THOMPSON. With numerous Experiments by G. RENNIE, C.E., &c. Woodcuts, 12mo, cloth, price 3s. 6d.

Vitruvius' Architecture.

THE ARCHITECTURE OF MARCUS VITRUVIUS POLLIO. Translated by JOSEPH GWILT, F.S.A., F.R.A.S. Numerous Plates. 12mo, cloth limp, price 5s.

The Young Architect's Book.

HINTS TO YOUNG ARCHITECTS. By GEORGE WIGHTWICK, Architect, Author of "The Palace of Architecture," &c. &c. Second Edition. With numerous Woodcuts. 8vo, 7s., extra cloth.

Drawing for Builders and Students.

PRACTICAL RULES ON DRAWING for the OPERATIVE BUILDER and YOUNG STUDENT in ARCHITECTURE. By GEORGE PYNE, Author of a "Rudimentary Treatise on Perspective for Beginners." With 14 Plates, 4to, 7s. 6d., boards.

CONTENTS.—I. Practical Rules on Drawing—Outlines. II. Ditto—the Grecian and Roman Orders. III. Practical Rules on Drawing—Perspective. IV. Practical Rules on Light and Shade. V. Practical Rules on Colour, &c. &c.

Drawing for Engineers, &c.

THE WORKMAN'S MANUAL OF ENGINEERING DRAWING. By JOHN MAXTON, Instructor in Engineering Drawing, South Kensington. Second Edition, carefully revised. With upwards of 300 Plates and Diagrams. 12mo, cloth, strongly bound, 4s. 6d.

"Even accomplished draughtsmen will find in it much that will be of use to them. A copy of it should be kept for reference in every drawing office."—*Engineering*.

"An indispensable book for teachers of engineering drawing."—*Mechanics' Magazine*.

Cottages, Villas, and Country Houses.

DESIGNS and EXAMPLES of COTTAGES, VILLAS, and COUNTRY HOUSES; being the Studies of several eminent Architects and Builders; consisting of Plans, Elevations, and Perspective Views; with approximate Estimates of the Cost of each. In 4to, with 67 plates, price 1l. 1s., cloth.

Builder's Price Book.

THE BUILDER'S AND CONTRACTOR'S PRICE BOOK for 1874 (Lockwood & Co.'s), with which is incorporated Atchley's Builder's Price-Book and the Illustrated Price-Book, containing the present prices of all kinds of Builders' Materials and Labour, and of all Trades connected with Building; with Memoranda and Tables required in making Estimates and taking out Quantities, and Lists of the Members of the Metropolitan Board of Works, of Districts, District Officers, and District Surveyors, and the Metropolitan Bye-laws, with Five Plates, containing Plans, Elevations, and Views of Mansions, Villas, and Cottages, and a Specification. Fcap. 8vo, strongly half-bound, price 4s.

Handbook of Specifications.

THE HANDBOOK OF SPECIFICATIONS; or, Practical Guide to the Architect, Engineer, Surveyor, and Builder, in drawing up Specifications and Contracts for Works and Constructions. Illustrated by Precedents of Buildings actually executed by eminent Architects and Engineers. Preceded by a Preliminary Essay, and Skeletons of Specifications and Contracts, &c., &c., and explained by numerous Lithograph Plates and Woodcuts. By Professor THOMAS L. DONALDSON, President of the Royal Institute of British Architects, Professor of Architecture and Construction, University College, London, M.L.B.A., Member of the various European Academies of the Fine Arts. With A REVIEW OF THE LAW OF CONTRACTS, and of the Responsibilities of Architects, Engineers, and Builders. By W. CUNNINGHAM GLEN, Barrister-at-Law, of the Middle Temple. 2 vols., 8vo, with upwards of 1100 pp. of text, and 33 Lithographic Plates, cloth, 2l. 2s. (Published at 4l.)

"In these two volumes of 1,100 pages (together), forty-four specifications of executed works are given, including the specifications for parts of the new Houses of Parliament, by Sir Charles Barry, and for the new Royal Exchange, by Mr. Tite, M.P.

"Amongst the other known buildings, the specifications of which are given, are the Wiltshire Lunatic Asylum (Wyatt and Brandon); Tothill Fields Prison (R. Abraham); the City Prison, Holloway (Bunning); the High School, Edinburgh (Hamilton); Clothworkers' Hall, London (Angel); Wellington College, Sandhurst (J. Shaw); Houses in Grosvenor Square, and elsewhere; St. George's Church, Doncaster (Scott); several works of smaller size by the Author, including Messrs. Shaw's Warehouse in Fetter Lane, a very successful elevation; the Newcastle-upon-Tyne Railway Station (J. Dobson); new Westminster Bridge (Page); the High Level Bridge, Newcastle (R. Stephenson); various works on the Great Northern Railway (Brydson); and one French specification for Houses in the Rue de Rivoli, Paris (M.M. Armand, Hittorff, Pellechet, and Rohault de Fleury, architects). The majority of the specifications have illustrations in the shape of elevations and plans.

"About 140 pages of the second volume are appropriated to an exposition of the law in relation to the legal liabilities of engineers, architects, contractors, and builders, by Mr. W. Cunningham Glen, Barrister-at-law; intended rather for those persons than for the legal practitioner. Donaldson's Handbook of Specifications must be bought by all architects."—*Builder*.

Specifications for Practical Architecture.

SPECIFICATIONS FOR PRACTICAL ARCHITECTURE: A Guide to the Architect, Engineer, Surveyor, and Builder; with an Essay on the Structure and Science of Modern Buildings. By FREDERICK ROGERS, Architect. With numerous Illustrations. Demy 8vo, price 15s., cloth.

*. A volume of specifications of a practical character being greatly required, and the old standard work of Alfred Bartholomew being out of print, the author, on the basis of that work, has produced the above. Some of the specifications he has so altered as to bring in the now universal use of concrete, the improvements in drainage, the use of iron, glass, asphalt, and other material. He has also inserted specifications of works that have been erected in his own practice.

The House-Owner's Estimator.

THE HOUSE-OWNER'S ESTIMATOR; or, What will it Cost to Build, Alter, or Repair? A Price-Book adapted to the Use of Unprofessional People as well as for the Architectural Surveyor and Builder. By the late JAMES D. SIMON, A.R.I.B.A. Edited and Revised by FRANCIS T. W. MILLER, Surveyor. With numerous Illustrations. Crown 8vo, cloth, price 3s. 6d. [Ready.

Grantham's Iron Ship-Building, enlarged.

ON IRON SHIP-BUILDING ; with Practical Examples and Details. Fifth Edition. Imp. 4to, boards, enlarged from 24 to 40 Plates (21 quite new), including the latest Examples. Together with separate Text, 12mo, cloth limp, also considerably enlarged, By JOHN GRANTHAM, M. Inst. C.E., &c. Price 2*l.* 2*s.* complete.

Description of Plates.

1. Hollow and Bar Keels, Stem and Stern Posts. [Pieces.]
2. Side Frames, Floorings, and Bilge
3. Floorings continued—Keelsons, Deck Beams, Gunwales, and Stringers.
4. Gunwales continued—Lower Decks, and Orlop Beams.
- 4*a*. Gunwales and Deck Beam Iron.
5. Angle-Iron, T Iron, Z Iron, Bulb Iron, as Rolled for Building.
6. Rivets, shown in section, natural size; Flush and Lapped Joints, with Single and Double Riveting.
7. Plating, three plans; Bulkheads and Modes of Securing them.
8. Iron Masts, with Longitudinal and Transverse Sections.
9. Sliding Keel, Water Ballast, Moulding the Frames in Iron Ship Building, Levelling Plates.
10. Longitudinal Section, and Half-breadth Deck Plan of Large Vessels on a reduced Scale.
11. Midship Sections of Three Vessels.
12. *Large Vessel*, showing Details—*Fore End* in Section, and End View, with Stern Post, Crutches, &c.
13. *Large Vessel*, showing Details—*After End* in Section, with End View, Stern Frame for Screw, and Rudder.
14. *Large Vessel*, showing Details—*Midship Section*, half breadth.
15. *Machines* for Punching and Shearing Plates and Angle-Iron, and for Bending Plates; Rivet Hearth.
- 15*a*. Beam-Bending Machine, Independent Shearing, Punching and Angle-Iron Machine.
- 15*b*. Double Lever Punching and Shearing Machine, arranged for cutting Angle and T Iron, with Dividing Table and Engine.
16. *Machines*.—Garforth's Riveting Machine, Drilling and Counter-Sinking Machine.
- 16*a*. Plate Planing Machine.
17. *Air Furnace* for Heating Plates and Angle-Iron; Various Tools used in Riveting and Plating.
18. *Gunwale*; Keel and Flooring; Plan for Sheathing with Copper.
- 18*a*. Grantham's Improved Plan of Sheathing Iron Ships with Copper.
19. Illustrations of the Magnetic Condition of various Iron Ships.
20. Gray's Floating Compass and Binnacle, with Adjusting Magnets, &c.
21. Corroded Iron Bolt in Frame of Wooden Ship; Jointing Plates.
- 22-4. *Great Eastern*—Longitudinal Sections and Half-breadth Plans—Midship Section, with Details—Section in Engine Room, and Paddle Boxes.
- 25-6. Paddle Steam Vessel of Steel.
27. *Scarbrough*—Paddle Vessel of Steel.
- 28-9. Proposed Passenger Steamer.
30. *Persian*—Iron Screw Steamer.
31. Midship Section of H.M. Steam Frigate, *Warrior*.
32. Midship Section of H.M. Steam Frigate, *Hercules*.
33. Stem, Stern, and Rudder of H.M. Steam Frigate, *Bellerophon*.
34. Midship Section of H.M. Troop Ship, *Serapis*.
35. Iron Floating Dock.

"A thoroughly practical work, and every question of the many in relation to iron shipping which admit of diversity of opinion, or have various and conflicting personal interests attached to them, is treated with sober and impartial wisdom and good sense. . . . As good a volume for the instruction of the pupil or student of iron naval architecture as can be found in any language."—*Practical Mechanics' Journal*.

"A very elaborate work. . . . It forms a most valuable addition to the history of iron shipbuilding, while its having been prepared by one who has made the subject his study for many years, and whose qualifications have been repeatedly recognised, will recommend it as one of practical utility to all interested in shipbuilding."—*Army and Navy Gazette*.

Pocket-Book for Marine Engineers.

A POCKET-BOOK FOR MARINE ENGINEERS. Containing Useful Rules and Formulæ in a compact form. By FRANK PROCTOR, Associate of the Institution of Naval Architects. Royal 32mo, oblong, leather, gilt edges, price 4*s.* [Ready.]

CARPENTRY, TIMBER, &c.

Tredgold's Carpentry, new, enlarged, and cheaper Edition.

THE ELEMENTARY PRINCIPLES OF CARPENTRY : a Treatise on the Pressure and Equilibrium of Timber Framing, the Resistance of Timber, and the Construction of Floors, Arches, Bridges, Roofs, Uniting Iron and Stone with Timber, &c. To which is added an Essay on the Nature and Properties of Timber, &c., with Descriptions of the Kinds of Wood used in Building ; also numerous Tables of the Scantlings of Timber for different purposes, the Specific Gravities of Materials, &c. By THOMAS TREDGOLD, C.E. Edited by PETER BARLOW, F.R.S. Fifth Edition, corrected and enlarged. With 64 Plates (11 of which now first appear in this edition), Portrait of the Author, and several Woodcuts. In 1 vol., 4to, published at 2*l.* 2*s.*, reduced to 1*l.* 5*s.*, cloth.

" 'Tredgold's Carpentry' ought to be in every architect's and every builder's library, and those who do not already possess it ought to avail themselves of the new issue."—*Builder*.

"A work whose monumental excellence must commend it wherever skilful carpentry is concerned. The Author's principles are rather confirmed than impaired by time, and, as now presented, combine the surest base with the most interesting display of progressive science. The additional plates are of great intrinsic value."—*Building News*.

" 'Tredgold's Carpentry' has ever held a high position, and the issue of the fifth edition, in a still more improved and enlarged form, will give satisfaction to a very large number of artisans who desire to raise themselves in their business, and who seek to do so by displaying a greater amount of knowledge and intelligence than their fellow-workmen. It is as complete a work as need be desired. To the superior workman the volume will prove invaluable ; it contains treatises written in language which he will readily comprehend."—*Mining Journal*.

Grandy's Timber Tables.

THE TIMBER IMPORTER'S, TIMBER MERCHANT'S, and BUILDER'S STANDARD GUIDE. By RICHARD E. GRANDY. Comprising :—An Analysis of Deal Standards, Home and Foreign, with comparative Values and Tabular Arrangements for Fixing Nett Landed Cost on Baltic and North American Deals, including all intermediate Expenses, Freight, Insurance, Duty, &c., &c. ; together with Copious Information for the Retailer and Builder. 12mo, price 7*s.* 6*d.* cloth.

"Everything it pretends to be: built up gradually, it leads one from a forest to a treenail, and throws in, as a makeweight, a host of material concerning bricks, columns, cisterns, &c.—all that the class to whom it appeals requires."—*English Mechanic*.

"The only difficulty we have is as to what is NOT in its pages. What we have tested of the contents, taken at random, is invariably correct."—*Illustrated Builder's Journal*.

Tables for Packing-Case Makers.

PACKING-CASE TABLES ; showing the number of Superficial Feet in Boxes or Packing-Cases, from six inches square and upwards. Compiled by WILLIAM RICHARDSON, Accountant. Oblong 4to, cloth, price 3*s.* 6*d.*

"Will save much labour and calculation to packing-case makers and those who use packing-cases."—*Grocer*.

"Invaluable labour-saving tables."—*Ironmonger*.

Nicholson's Carpenter's Guide.

THE CARPENTER'S NEW GUIDE ; or, BOOK of LINES for CARPENTERS : comprising all the Elementary Principles essential for acquiring a knowledge of Carpentry. Founded on the late PETER NICHOLSON's standard work. A new Edition, revised by ARTHUR ASHPITEL, F.S.A., together with Practical Rules on Drawing, by GEORGE PYNE. With 74 Plates, 4to, 1*l.* 1*s.* cloth.

Dowsing's Timber Merchant's Companion.

THE TIMBER MERCHANT'S AND BUILDER'S COMPANION ; containing New and Copious Tables of the Reduced Weight and Measurement of Deals and Battens, of all sizes, from One to a Thousand Pieces, and the relative Price that each size bears per Lineal Foot to any given Price per Petersburgh Standard Hundred ; the Price per Cube Foot of Square Timber to any given Price per Load of 50 Feet ; the proportionate Value of Deals and Battens by the Standard, to Square Timber by the Load of 50 Feet ; the readiest mode of ascertaining the Price of Scantling per Lineal Foot of any size, to any given Figure per Cube Foot. Also a variety of other valuable information. By WILLIAM DOWSING, Timber Merchant. Second Edition. Crown 8vo, 3*s.* cloth.

"Everything is as concise and clear as it can possibly be made. There can be no doubt that every timber merchant and builder ought to possess it."—*Hull Advertiser.*

Timber Freight Book.

THE TIMBER IMPORTERS' AND SHIPOWNERS' FREIGHT BOOK : Being a Comprehensive Series of Tables for the Use of Timber Importers, Captains of Ships, Shipbrokers, Builders, and all Dealers in Wood whatsoever. By WILLIAM RICHARDSON, Timber Broker, author of "Packing Case Tables," &c. Crown 8vo, cloth, price 6*s.*

MECHANICS, &c.

Mechanic's Workshop Companion.

THE OPERATIVE MECHANIC'S WORKSHOP COMPANION, and THE SCIENTIFIC GENTLEMAN'S PRACTICAL ASSISTANT ; comprising a great variety of the most useful Rules in Mechanical Science ; with numerous Tables of Practical Data and Calculated Results. By W. TEMPLETON, Author of "The Engineer's, Millwright's, and Machinist's Practical Assistant." Eleventh Edition. with Mechanical Tables for Operative Smiths, Millwrights, Engineers, &c. ; together with several Useful and Practical Rules in Hydraulics and Hydrodynamics, a variety of Experimental Results, and an Extensive Table of Powers and Roots. 11 Plates. 12mo, 5*s.* bound. [*Recently published.*]

"As a text-book of reference, in which mechanical and commercial demands are judiciously met, TEMPLETON'S COMPANION stands unrivalled."—*Mechanics Magazine.*

"Admirably adapted to the wants of a very large class. It has met with great success in the engineering workshop, as we can testify ; and there are a great many men who, in a great measure, owe their rise in life to this little work."—*Building News.*

Engineer's Assistant.

THE ENGINEER'S, MILLWRIGHT'S, and MACHINIST'S PRACTICAL ASSISTANT; comprising a Collection of Useful Tables, Rules, and Data. Compiled and Arranged, with Original Matter, by W. TEMPLETON. 5th Edition. 18mo, 2s. 6d. cloth.

"So much varied information compressed into so small a space, and published at a price which places it within the reach of the humblest mechanic, cannot fail to command the sale which it deserves. With the utmost confidence we commend this book to the attention of our readers."—*Mechanics' Magazine*.

"Every mechanic should become the possessor of the volume, and a more suitable present to an apprentice to any of the mechanical trades could not possibly be made."—*Building News*.

Designing, Measuring, and Valuing.

THE STUDENT'S GUIDE to the PRACTICE of MEASURING, and VALUING ARTIFICERS' WORKS; containing Directions for taking Dimensions, Abstracting the same, and bringing the Quantities into Bill, with Tables of Constants, and copious Memoranda for the Valuation of Labour and Materials in the respective Trades of Bricklayer and Slater, Carpenter and Joiner, Painter and Glazier, Paperhanger, &c. With 43 Plates and Woodcuts. Originally edited by EDWARD DOBSON, Architect. New Edition, re-written, with Additions on Mensuration and Construction, and several useful Tables for facilitating Calculations and Measurements. By E. WYNDHAM TARN, M.A., Architect. 8vo, 10s. 6d. cloth. [Recently published.]

"This useful book should be in every architect's and builder's office. It contains a vast amount of information absolutely necessary to be known."—*The Irish Builder*.

"The book is well worthy the attention of the student in architecture and surveying, as by the careful study of it his progress in his profession will be much facilitated."—*Mining Journal*.

"We have failed to discover anything connected with the building trade, from excavating foundations to bell-hanging, that is not fully treated upon in this valuable work."—*The Artisan*.

"Mr. Tarn has well performed the task imposed upon him, and has made many further and valuable additions, embodying a large amount of information relating to the technicalities and modes of construction employed in the several branches of the building trade. . . . From the extent of the information which the volume embodies, and the care taken to secure accuracy in every detail, it cannot fail to prove of the highest value to students, whether training in the offices of provincial surveyors, or in those of London practitioners."—*Colliery Guardian*.

"Altogether the book is one which well fulfils the promise of its title-page, and we can thoroughly recommend it to the class for whose use it has been compiled. Mr. Tarn's additions and revisions have much increased the usefulness of the work, and have especially augmented its value to students. Finally, it is only just to the publishers to add that the book has been got up in excellent style, the typography being bold and clear, and the plates very well executed."—*Engineering*.

Superficial Measurement.

THE TRADESMAN'S GUIDE TO SUPERFICIAL MEASUREMENT. Tables calculated from 1 to 200 inches in length, by 1 to 108 inches in breadth. For the use of Architects, Surveyors, Engineers, Timber Merchants, Builders, &c. By JAMES HAWKINGS. Fcp. 3s. 6d. cloth.

MATHEMATICS, &c.

Gregory's Practical Mathematics.

MATHEMATICS for PRACTICAL MEN ; being a Common-place Book of Pure and Mixed Mathematics. Designed chiefly for the Use of Civil Engineers, Architects, and Surveyors. Part I. PURE MATHEMATICS—comprising Arithmetic, Algebra, Geometry, Mensuration, Trigonometry, Conic Sections, Properties of Curves. Part II. MIXED MATHEMATICS—comprising Mechanics in general, Statics, Dynamics, Hydrostatics, Hydrodynamics, Pneumatics, Mechanical Agents, Strength of Materials. With an Appendix of copious Logarithmic and other Tables. By OLINTHUS GREGORY, LL.D., F.R.A.S. Enlarged by HENRY LAW, C.E. 4th Edition, carefully revised and corrected by J. R. YOUNG, formerly Professor of Mathematics, Belfast College ; Author of "A Course of Mathematics," &c. With 13 Plates. Medium 8vo, 17. 1s. cloth.

"As a standard work on mathematics it has not been excelled."—*Artisan*.

"The engineer or architect will here find ready to his hand, rules for solving nearly every mathematical difficulty that may arise in his practice. As a moderate acquaintance with arithmetic, algebra, and elementary geometry is absolutely necessary to the proper understanding of the most useful portions of this book, the author very wisely has devoted the first three chapters to those subjects, so that the most ignorant may be enabled to master the whole of the book, without aid from any other. The rules are in all cases explained by means of examples, in which every step of the process is clearly worked out."—*Builder*.

"One of the most serviceable books to the practical mechanics of the country. . . . The edition of 1847 was fortunately entrusted to the able hands of Mr. Law, who revised it thoroughly, re-wrote many chapters, and added several sections to those which had been rendered imperfect by advanced knowledge. On examining the various and many improvements which he introduced into the work, they seem almost like a new structure on an old plan, or rather like the restoration of an old ruin, not only to its former substance, but to an extent which meets the larger requirements of modern times. . . . In the edition just brought out, the work has again been revised by Professor Young. He has modernised the notation throughout, introduced a few paragraphs here and there, and corrected the numerous typographical errors which have escaped the eyes of the former Editor. The book is now as complete as it is possible to make it. . . . We have carried our notice of this book to a greater length than the space allowed us justified, but the experiments it contains are so interesting, and the method of describing them so clear, that we may be excused for overstepping our limit. It is an instructive book for the student, and a Text-book for him who having once mastered the subjects it treats of, needs occasionally to refresh his memory upon them."—*Building News*.

The Metric System.

A SERIES OF METRIC TABLES, in which the British Standard Measures and Weights are compared with those of the Metric System at present in use on the Continent. By C. H. DOWLING, C. E. Second Edition, revised and enlarged. 8vo, 10s. 6d. strongly bound.

"Mr. Dowling's Tables, which are well put together, come just in time as a ready reckoner for the conversion of one system into the other."—*Athenaeum*.

"Their accuracy has been certified by Professor Airy, the Astronomer-Royal."—*Builder*.

"Resolution 8.—That advantage will be derived from the recent publication of Metric Tables, by C. H. Dowling, C.E."—*Report of Section F, British Association, Bath*.

Inwood's Tables, greatly enlarged and improved.

TABLES FOR THE PURCHASING OF ESTATES, Freehold, Copyhold, or Leasehold; Annuities, Advowsons, &c., and for the Renewing of Leases held under Cathedral Churches, Colleges, or other corporate bodies; for Terms of Years certain, and for Lives; also for Valuing Reversionary Estates, Deferred Annuities, Next Presentations, &c., together with Smart's Five Tables of Compound Interest, and an Extension of the same to Lower and Intermediate Rates. By WILLIAM INWOOD, Architect. The 19th edition, with considerable additions, and new and valuable Tables of Logarithms for the more Difficult Computations of the Interest of Money, Discount, Annuities, &c., by M. FÉDOR THOMAN, of the Société Crédit Mobilier of Paris. 12mo, 8s. cloth.

* * *This edition (the 19th) differs in many important particulars from former ones. The changes consist, first, in a more convenient and systematic arrangement of the original Tables, and in the removal of certain numerical errors which a very careful revision of the whole has enabled the present editor to discover; and secondly, in the extension of practical utility conferred on the work by the introduction of Tables now inserted for the first time. This new and important matter is all so much actually added to INWOOD'S TABLES; nothing has been abstracted from the original collection: so that those who have been long in the habit of consulting INWOOD for any special professional purpose will, as heretofore, find the information sought still in its pages.*

"Those interested in the purchase and sale of estates, and in the adjustment of compensation cases, as well as in transactions in annuities, life insurances, &c., will find the present edition of eminent service."—*Engineering*.

Geometry for the Architect, Engineer, &c.

PRACTICAL GEOMETRY, for the Architect, Engineer, and Mechanic; giving Rules for the Delineation and Application of various Geometrical Lines, Figures and Curves. By E. W. TARN, M.A., Architect, Author of "The Science of Building," &c. With 164 Illustrations. Demy 8vo. 12s. 6d.

"No book with the same objects in view has ever been published in which the clearness of the rules laid down and the illustrative diagrams have been so satisfactory."—*Scotsman*.

Compound Interest and Annuities.

THEORY OF COMPOUND INTEREST and ANNUITIES; with Tables of Logarithms for the more Difficult Computations of Interest, Discount, Annuities, &c., in all their Applications and Uses for Mercantile and State Purposes. With an elaborate Introduction. By FÉDOR THOMAN, of the Société Crédit Mobilier, Paris. 12mo, cloth, 5s.

"A very powerful work, and the Author has a very remarkable command of his subject."—*Professor A. de Morgan*.

"We recommend it to the notice of actuaries and accountants."—*Athenæum*.

SCIENCE AND ART.

The Military Sciences.

AIDE-MÉMOIRE to the MILITARY SCIENCES. Framed from Contributions of Officers and others connected with the different Services. Originally edited by a Committee of the Corps of Royal Engineers. Second Edition, most carefully revised by an Officer of the Corps, with many additions; containing nearly 350 Engravings and many hundred Woodcuts. 3 vols. royal 8vo, extra cloth boards, and lettered, price 4*l.* 10*s.*

"A compendious encyclopædia of military knowledge, to which we are greatly indebted."—*Edinburgh Review*.

"The most comprehensive work of reference to the military and collateral sciences. Among the list of contributors, some seventy-seven in number, will be found names of the highest distinction in the services."—*Volunteer Service Gazette*.

Field Fortification.

A TREATISE on FIELD FORTIFICATION, the ATTACK of FORTRESSES, MILITARY, MINING, and RECON-NOITRING. By Colonel I. S. MACAULAY, late Professor of Fortification in the R. M. A., Woolwich. Sixth Edition, crown 8vo, cloth, with separate Atlas of 12 Plates, price 12*s.* complete.

Naval Science.

NAVAL SCIENCE: a Quarterly Magazine for Promoting the Improvement of Naval Architecture, Marine Engineering, Steam Navigation, Seamanship. Edited by E. J. REED, C.B., M.P., and late Chief Constructor of the Navy, and JOSEPH WOOLLEY, M.A., LL.D., F.R.A.S. Copiously illustrated. Price 2*s.* 6*d.* Now ready, Vol. II., containing Nos. 4 to 7, cloth boards, price 12*s.* 6*d.*

* * * *The Contributors include the most Eminent Authorities in the several branches of the above subjects.*

Dye-Wares and Colours.

THE MANUAL of COLOURS and DYE-WARES: their Properties, Applications, Valuation, Impurities, and Sophistications. For the Use of Dyers, Printers, Dry Salters, Brokers, &c. By J. W. SLATER. Post 8vo, cloth, price 7*s.* 6*d.*

"A complete encyclopædia of the *materia tinctoria*. The information given respecting each article is full and precise, and the methods of determining the value of articles such as these, so liable to sophistication, are given with clearness, and are practical as well as valuable."—*Chemist and Druggist*.

Electricity.

A MANUAL of ELECTRICITY; including Galvanism, Magnetism, Diamagnetism, Electro-Dynamics, Magneto-Electricity, and the Electric Telegraph. By HENRY M. NOAD, Ph.D., F.C.S., Lecturer on Chemistry at St. George's Hospital. Fourth Edition, entirely rewritten. Illustrated by 500 Woodcuts. 8vo, 1*l.* 4*s.* cloth.

"The commendations already bestowed in the pages of the *Lancet* on the former editions of this work are more than ever merited by the present. The accounts given of electricity and galvanism are not only complete in a scientific sense, but, which is a rarer thing, are popular and interesting."—*Lancet*.

Text-Book of Electricity.

THE STUDENT'S TEXT-BOOK OF ELECTRICITY: including Magnetism, Voltaic Electricity, Electro-Magnetism, Diamagnetism, Magneto-Electricity, Thermo-Electricity, and Electric Telegraphy. Being a Condensed Résumé of the Theory and Application of Electrical Science, including its latest Practical Developments, particularly as relating to Aërial and Submarine Telegraphy. By HENRY M. NOAD, Ph.D., Lecturer on Chemistry at St. George's Hospital. Post 8vo, 400 Illustrations, 12s. 6d. cloth.

"We can recommend Dr. Nead's book for clear style, great range of subject, a good index, and a plethora of woodcuts."—*Athenæum*.

"A most elaborate compilation of the facts of electricity and magnetism, and of the theories which have been advanced concerning them."—*Popular Science Review*.

"Clear, compendious, compact, well illustrated, and well printed."—*Lancet*.

"We can strongly recommend the work, as an admirable text-book, to every student—beginner or advanced—of electricity."—*Engineering*.

"Nothing of value has been passed over, and nothing given but what will lead to a correct, and even an exact, knowledge of the present state of electrical science."—*Mechanics' Magazine*.

"We know of no book on electricity containing so much information on experimental facts as this does, for the size of it, and no book of any size that contains so complete a range of facts."—*English Mechanic*.

Rudimentary Magnetism.

RUDIMENTARY MAGNETISM: being a concise exposition of the general principles of Magnetical Science, and the purposes to which it has been applied. By Sir W. SNOW HARRIS, F.R.S. New and enlarged Edition, with considerable additions by Dr. NOAD, Ph.D. With 165 Woodcuts. 12mo, cloth, 4s. 6d.

"There is a good index, and this volume of 412 pages may be considered the best possible manual on the subject of magnetism."—*Mechanics' Magazine*.

"As concise and lucid an exposition of the phenomena of magnetism as we believe it is possible to write."—*English Mechanic*.

"Not only will the scientific student find this volume an invaluable book of reference, but the general reader will find in it as much to interest as to inform his mind. Though a strictly scientific work, its subject is handled in a simple and readable style."—*Illustrated Review*.

Chemical Analysis.

THE COMMERCIAL HANDBOOK of CHEMICAL ANALYSIS; or Practical Instructions for the determination of the Intrinsic or Commercial Value of Substances used in Manufactures, in Trades, and in the Arts. By A. NORMANDY, Author of "Practical Introduction to Rose's Chemistry," and Editor of Rose's "Treatise of Chemical Analysis." Illustrated with Woodcuts. (*A new Edition of this work, revised by Dr. Noad, is in preparation.*)

"We recommend this book to the careful perusal of every one; it may be truly affirmed to be of universal interest, and we strongly recommend it to our readers as a guide, alike indispensable to the housewife as to the pharmaceutical practitioner."—*Medical Times*.

"The very best work on the subject the English press has yet produced."—*Mechanics' Magazine*.

Science and Art.

THE YEAR-BOOK of FACTS in SCIENCE and ART; exhibiting the most important Improvements and Discoveries of the Past Year in Mechanics and the Useful Arts, Natural Philosophy, Electricity, Chemistry, Zoology and Botany, Geology and Mineralogy, Meteorology and Astronomy. By JOHN TIMBS, F.S.A., Author of "Curiosities of Science," "Things not Generally Known," &c. With Steel Portrait and Vignette. Fcap. 5s. cloth.

*** This work, published annually, records the proceedings of the principal scientific societies, and is indispensable to all who wish to possess a faithful record of the latest novelties in science and the arts.*

The back Volumes, from 1861 to 1874, each containing a Steel Portrait, and an extra Volume for 1862, with Photograph, may still be had, price 5s. each.

"Persons who wish for a concise annual summary of important scientific events will find their desire in the 'Year Book of Facts.'"—*Athenæum*.

"The standard work of its class. Mr. Timbs's 'Year Book' is always full of suggestive and interesting matter, and is an excellent *résumé* of the year's progress in the sciences and the arts."—*Builder*.

"A correct exponent of scientific progress . . . a record of abiding interest. If anyone wishes to know what progress science has made, or what has been done in any branch of art during the past year, he has only to turn to Mr. Timbs's pages, and is sure to obtain the required information."—*Mechanics' Magazine*.

"There is not a more useful or more interesting compilation than the 'Year Book of Facts' . . . The discrimination with which Mr. Timbs selects his facts, and the admirable manner in which he condenses into a comparatively short space all the salient features of the matters which he places on record, are deserving of great praise."—*Railway News*.

Science and Scripture.

SCIENCE ELUCIDATIVE OF SCRIPTURE, AND NOT ANTAGONISTIC TO IT; being a Series of Essays on—1. Alleged Discrepancies; 2. The Theory of the Geologists and Figure of the Earth; 3. The Mosaic Cosmogony; 4. Miracles in general—Views of Hume and Powell; 5. The Miracle of Joshua—Views of Dr. Colenso: The Supernaturally Impossible; 6. The Age of the Fixed Stars—their Distances and Masses. By Professor J. R. YOUNG, Author of "A Course of Elementary Mathematics," &c. &c. Fcap. 8vo, price 5s. cloth lettered.

"Professor Young's examination of the early verses of Genesis, in connection with modern scientific hypotheses, is excellent."—*English Churchman*.

"Distinguished by the true spirit of scientific inquiry, by great knowledge, by keen logical ability, and by a style peculiarly clear, easy, and energetic."—*Nonconformist*.

"No one can rise from its perusal without being impressed with a sense of the singular weakness of modern scepticism."—*Baptist Magazine*.

"A valuable contribution to controversial theological literature."—*City Press*.

Practical Philosophy.

A SYNOPSIS of PRACTICAL PHILOSOPHY. By the Rev. JOHN CARR, M.A., late Fellow of Trin. Coll., Cambridge. Second Edition. 18mo, 5s. cloth.

Dr. Lardner's Museum of Science and Art.

THE MUSEUM OF SCIENCE AND ART. Edited by DIONYSIUS LARDNER, D.C.L., formerly Professor of Natural Philosophy and Astronomy in University College, London. CONTENTS: The Planets; are they inhabited Worlds?—Weather Prognostics—Popular Fallacies in Questions of Physical Science—Latitudes and Longitudes—Lunar Influences—Meteoric Stones and Shooting Stars—Railway Accidents—Light—Common Things:—Air—Locomotion in the United States—Cometary Influences—Common Things: Water—The Potter's Art—Common Things: Fire—Locomotion and Transport, their Influence and Progress—The Moon—Common Things: The Earth—The Electric Telegraph—Terrestrial Heat—The Sun—Earthquakes and Volcanoes—Barometer, Safety Lamp, and Whitworth's Micrometric Apparatus—Steam—The Steam Engine—The Eye—The Atmosphere—Time—Common Things: Pumps—Common Things: Spectacles, the Kaleidoscope—Clocks and Watches—Microscopic Drawing and Engraving—Locomotive—Thermometer—New Planets: Leverrier and Adams's Planet—Magnitude and Minuteness—Common Things: The Almanack—Optical Images—How to observe the Heavens—Common Things: the Looking-glass—Stellar Universe—The Tides—Colour—Common Things: Man—Magnifying Glasses—Instinct and Intelligence—The Solar Microscope—The Camera Lucida—The Magic Lantern—The Camera Obscura—The Microscope—The White Ants: their Manners and Habits—The Surface of the Earth, or First Notions of Geography—Science and Poetry—The Bee—Steam Navigation—Electro-Motive Power—Thunder, Lightning, and the Aurora Borealis—The Printing Press—The Crust of the Earth—Comets—The Stereoscope—The Pre-Adamite Earth—Eclipses—Sound. With upwards of 1200 Engravings on Wood. In 6 Double Volumes, handsomely bound in cloth, gilt, red edges, price £1 1s.

"The 'Museum of Science and Art' is the most valuable contribution that has ever been made to the Scientific Instruction of every class of society."—*Sir David Brewster in the North British Review.*

"Whether we consider the liberality and beauty of the illustrations, the charm of the writing, or the durable interest of the matter, we must express our belief that there is hardly to be found among the new books, one that would be welcomed by people of so many ages and classes as a valuable present."—*Examiner.*

* * *Separate books formed from the above, suitable for Workmen's Libraries, Science Classes, &c.*

COMMON THINGS EXPLAINED. With 233 Illustrations, 5s. cloth.

THE ELECTRIC TELEGRAPH POPULARIZED. 100 Illustrations, 1s. 6d. cloth.

THE MICROSCOPE. With 147 Illustrations, 2s. cloth.

POPULAR GEOLOGY. With 201 Illustrations, 2s. 6d. cloth.

POPULAR PHYSICS. With 85 Illustrations. 2s. 6d. cloth.

POPULAR ASTRONOMY. With 182 Illustrations, 4s. 6d. cloth.

STEAM AND ITS USES. With 89 Illustrations, 2s. cloth.

THE BEE AND WHITE ANTS. With 135 Illustrations, cloth, 2s.

DR. LARDNER'S SCIENTIFIC HANDBOOKS.

Astronomy.

THE HANDBOOK OF ASTRONOMY. By DIONYSIUS LARDNER, D.C.L., formerly Professor of Natural Philosophy and Astronomy in University College, London. Third Edition. Revised and Edited by EDWIN DUNKEN, F.R.A.S., Superintendent of the Altazimuth Department, Royal Observatory, Greenwich. With 37 plates and upwards of 100 Woodcuts. In 1 vol., small 8vo, cloth, 550 pages, price 7s. 6d.

"We can cordially recommend it to all those who desire to possess a complete manual of the science and practice of astronomy."—*Astronomical Reporter*.

Optics.

THE HANDBOOK OF OPTICS. New Edition. Edited by T. OLVER HARDING, B.A. Lond., of University College, London. With 298 Illustrations. Small 8vo, cloth, 448 pages, price 5s.

Electricity.

THE HANDBOOK OF ELECTRICITY, MAGNETISM, and ACOUSTICS. New Edition. Edited by GEO. CAREY FOSTER, B.A., F.C.S. With 400 Illustrations. Small 8vo, cloth, price 5s.

"The book could not have been entrusted to any one better calculated to preserve the terse and lucid style of Lardner, while correcting his errors and bringing up his work to the present state of scientific knowledge."—*Popular Science Review*.

Mechanics.

THE HANDBOOK OF MECHANICS. [Reprinting.

Hydrostatics.

THE HANDBOOK OF HYDROSTATICS and PNEUMATICS. New Edition, Revised, and Enlarged by BENJAMIN LOEWY, F.R.A.S. With numerous Illustrations. 5s. [Just published.

Heat.

THE HANDBOOK OF HEAT. New Edition, Re-written and Enlarged. By BENJAMIN LOEWY, F.R.A.S. [Preparing.

Animal Physics.

THE HANDBOOK OF ANIMAL PHYSICS. With 520 Illustrations. New edition, small 8vo, cloth, 7s. 6d. 732 pages. [Just published.

Electric Telegraph.

THE ELECTRIC TELEGRAPH. New Edition. Revised and Re-written by E. B. BRIGHT, F.R.A.S. 140 Illustrations. Small 8vo, 2s. 6d. cloth.

"One of the most readable books extant on the Electric Telegraph."—*Eng. Mechanic*.

NATURAL PHILOSOPHY FOR SCHOOLS. By DR. LARDNER. 328 Illustrations. Fifth Edition. 1 vol. 3s. 6d. cloth.

"A very convenient class-book for junior students in private schools. It is intended to convey, in clear and precise terms, general notions of all the principal divisions of Physical Science."—*British Quarterly Review*.

ANIMAL PHYSIOLOGY FOR SCHOOLS. By DR. LARDNER. With 190 Illustrations. Second Edition. 1 vol. 3s. 6d. cloth.

"Clearly written, well arranged, and excellently illustrated."—*Gardener's Chronicle*.

Geology and Genesis Harmonised.

THE TWIN RECORDS of CREATION; or, Geology and Genesis, their Perfect Harmony and Wonderful Concord. By GEORGE W. VICTOR LE VAUX. With numerous Illustrations. Fcap. 8vo, price 5s. cloth.

"We can recommend Mr. Le Vaux as an able and interesting guide to a popular appreciation of geological science."—*Spectator*.

"The author combines an unbounded admiration of science with an unbounded admiration of the Written Record. The two impulses are balanced to a nicety; and the consequence is, that difficulties, which to minds less evenly poised, would be serious, find immediate solutions of the happiest kinds."—*London Review*.

"Vigorously written, reverent in spirit, stored with instructive geological facts, and designed to show that there is no discrepancy or inconsistency between the Word and the works of the Creator. The future of Nature, in connexion with the glorious destiny of man, is vividly conceived."—*Watchman*.

"No real difficulty is shirked, and no sophistry is left unexposed."—*The Rock*.

Geology, Physical.

PHYSICAL GEOLOGY. (Partly based on Major-General Portlock's Rudiments of Geology.) By RALPH TATE, A.L.S., F.G.S. Numerous Woodcuts. 12mo, 2s. [Ready.]

Geology, Historical.

HISTORICAL GEOLOGY. (Partly based on Major-General Portlock's Rudiments of Geology.) By RALPH TATE, A.L.S., F.G.S. Numerous Woodcuts. 12mo, 2s. 6d. [Ready.]

* * Or PHYSICAL and HISTORICAL GEOLOGY, bound in One Volume, price 5s.

Wood-Carving.

INSTRUCTIONS in WOOD-CARVING, for Amateurs; with
• Hints on Design. By A LADY. In emblematic wrapper, handsomely printed, with Ten large Plates, price 2s. 6d.

"The handicraft of the wood-carver, so well as a book can impart it, may be learnt from 'A Lady's' publication."—*Athenæum*.

"A real practical guide. It is very complete."—*Literary Churchman*.

"The directions given are plain and easily understood, and it forms a very good introduction to the practical part of the carver's art."—*English Mechanic*.

Popular Work on Painting.

PAINTING POPULARLY EXPLAINED; with Historical Sketches of the Progress of the Art. By THOMAS JOHN GULLICK, Painter, and JOHN TIMBS, F.S.A. Second Edition, revised and enlarged. With Frontispiece and Vignette. In small 8vo, 6s. cloth.

* * This Work has been adopted as a Prize-book in the Schools of Art at South Kensington.

"A work that may be advantageously consulted. Much may be learned, even by those who fancy they do not require to be taught, from the careful perusal of this unpretending but comprehensive treatise."—*Art Journal*.

"A valuable book, which supplies a want. It contains a large amount of original matter, agreeably conveyed, and will be found of value, as well by the young artist seeking information as by the general reader. We give a cordial welcome to the book, and augur for it an increasing reputation."—*Builder*.

"This volume is one that we can heartily recommend to all who are desirous of understanding what they admire in a good painting."—*Daily News*.

Delamotte's Works on Illumination & Alphabets.

A PRIMER OF THE ART OF ILLUMINATION; for the use of Beginners: with a Rudimentary Treatise on the Art, Practical Directions for its Exercise, and numerous Examples taken from Illuminated MSS., printed in Gold and Colours. By F. DELAMOTTE. Small 4to, price 9s. Elegantly bound, cloth antique.

"A handy book, beautifully illustrated; the text of which is well written, and calculated to be useful. . . . The examples of ancient MSS. recommended to the student, which, with much good sense, the author chooses from collections accessible to all, are selected with judgment and knowledge, as well as taste."—*Athenæum*.

ORNAMENTAL ALPHABETS, ANCIENT and MEDIÆVAL; from the Eighth Century, with Numerals; including Gothic, Church-Text, large and small, German, Italian, Arabesque, Initials for Illumination, Monograms, Crosses, &c. &c., for the use of Architectural and Engineering Draughtsmen, Missal Painters, Masons, Decorative Painters, Lithographers, Engravers, Carvers, &c. &c. &c. Collected and engraved by F. DELAMOTTE, and printed in Colours. Royal 8vo, oblong, price 4s. cloth.

"A well-known engraver and draughtsman has enrolled in this useful book the result of many years' study and research. For those who insert enamelled sentences round gilded chalices, who blazon shop legends over shop-doors, who letter church walls with pithy sentences from the Decalogue, this book will be useful."—*Athenæum*.

EXAMPLES OF MODERN ALPHABETS, PLAIN and ORNAMENTAL; including German, Old English, Saxon, Italic, Perspective, Greek, Hebrew, Court Hand, Engrossing, Tuscan, Riband, Gothic, Rustic, and Arabesque; with several Original Designs, and an Analysis of the Roman and Old English Alphabets, large and small, and Numerals, for the use of Draughtsmen, Surveyors, Masons, Decorative Painters, Lithographers, Engravers, Carvers, &c. Collected and engraved by F. DELAMOTTE, and printed in Colours. Royal 8vo, oblong, price 4s. cloth.

"To artists of all classes, but more especially to architects and engravers, this very handsome book will be invaluable. There is comprised in it every possible shape into which the letters of the alphabet and numerals can be formed, and the talent which has been expended in the conception of the various plain and ornamental letters is wonderful."—*Standard*.

MEDIÆVAL ALPHABETS AND INITIALS FOR ILLUMINATORS. By F. DELAMOTTE, Illuminator, Designer, and Engraver on Wood. Containing 21 Plates, and Illuminated Title, printed in Gold and Colours. With an Introduction by J. WILLIS BROOKS. Small 4to, 6s. cloth gilt.

"A volume in which the letters of the alphabet come forth glorified in gilding and all the colours of the prism interwoven and intertwined and intermingled, sometimes with a sort of rainbow arabesque. A poem emblazoned in these characters would be only comparable to one of those delicious love letters symbolized in a bunch of flowers well selected and cleverly arranged."—*Sun*.

THE EMBROIDERER'S BOOK OF DESIGN; containing Initials, Emblems, Cyphers, Monograms, Ornamental Borders, Ecclesiastical Devices, Mediæval and Modern Alphabets, and National Emblems. Collected and engraved by F. DELAMOTTE, and printed in Colours. Oblong royal 8vo, 2s. 6d. in ornamental boards.

AGRICULTURE, &c.

Youatt and Burn's Complete Grazier.

THE COMPLETE GRAZIER, and FARMER'S and CATTLE-BREEDER'S ASSISTANT. A Compendium of Husbandry. By WILLIAM YOUATT, ESQ., V.S. 11th Edition, enlarged by ROBERT SCOTT BURN, Author of "The Lessons of My Farm," &c. One large 8vo volume, 784 pp. with 215 Illustrations. 17. 1s. half-bd.

CONTENTS.

On the Breeding, Rearing, Fattening, and General Management of Neat Cattle.—Introductory View of the different Breeds of Neat Cattle in Great Britain.—Comparative View of the different Breeds of Neat Cattle.—General Observations on Buying and Stocking a Farm with Cattle.—The Bull.—The Cow.—Treatment and Rearing of Calves.—Feeding of Calves for Veal.—Steers and Draught Oxen.—Grazing Cattle.—Summer Soiling Cattle.—Winter Box and Stall-feeding Cattle.—Artificial Food for Cattle.—Preparation of Food.—Sale of Cattle.

On the Economy and Management of the Dairy.—Milk Kine.—Pasture and other Food best calculated for Cows, as it regards their Milk.—Situation and Buildings proper for a Dairy, and the proper Dairy Utensils.—Management of Milk and Cream, and the Making and Preservation of Butter.—Making and Preservation of Cheese.—Produce of a Dairy.

On the Breeding, Rearing, and Management of Farm-horses.—Introductory and Comparative View of the different Breeds of Farm-horses.—Breeding Horses, Cart Stallions and Mares.—Rearing and Training of Colts.—Age, Qualifications, and Sale of Horses.—Maintenance and Labour of Farm-horses.—Comparative Merits of Draught Oxen and Horses.—Asses and Mules.

On the Breeding, Rearing, and Fattening of Sheep.—Introductory and Comparative View of the different Breeds.—Merino, or Spanish Sheep.—Breeding and Management of Sheep.—Treatment and Rearing of House-lambs, Feeding of Sheep, Folding Sheep, Shearing of Sheep, &c.

On the Breeding, Rearing, and Fattening of Swine.—Introductory and Comparative View of the different Breeds of Swine.—Breeding and Rearing of Pigs.—Feeding and Fattening of Swine.—Curing Pork and Bacon.

On the Diseases of Cattle.—Diseases Incident to Cattle.—Diseases of Calves.—Diseases of Horses.—Diseases of Sheep.—Diseases of Lambs.—Diseases Incident to Swine.—Breeding and Rearing of Domestic Fowls, Pigeons, &c.—Palmipedes, or Web-footed kinds.—Diseases of Fowls.

On Farm Offices and Implements of Husbandry.—The Farm-house, the Farm-yard, and its Offices.—Construction of Ponds.—Farm Cottages.—Farm Implements.—Steam Cultivation.—Sowing Machines, and Manure Distributors.—Steam Engines, Thrashing Machines, Corn-dressing Machines, Mills, Bruising Machines.

On the Culture and Management of Grass Land.—Size and Shape of Fields.—Fences.—Pasture Land.—Meadow Land.—Culture of Grass Land.—Hay-making.—Stacking Hay.—Impediments to the Scythe and the Eradication of Weeds.—Paring and Burning.—Draining. Irrigation.—Warping.

On the Cultivation and Application of Grasses, Pulse, and Roots.—Natural Grasses usually cultivated.—Artificial Grasses or Green Crops.—Grain and Pulse commonly cultivated for their Seeds, for their Straw, or for Green Forage.—Vegetables best calculated for Animal Food.—Qualities and Comparative Value of some Grasses and Roots as Food for Cattle.

On Manures in General, and their Application to Grass Land.—Vegetable Manures.—Animal Manures.—Fossil and Mineral Manures.—Liquid or Fluid Manures.—Composts.—Preservation of Manures.—Application of Manures.—Flemish System of Manuring.—Farm Accounts, and Tables for Calculating Labour by the Acre, Rood, &c., and by the Day, Week, Month, &c.—Monthly Calendar of Work to be done throughout the Year.—Observations on the Weather.—INDEX.

"The standard and text-book, with the farmer and grazier."—*Farmer's Magazine.*

Ewart's Land Improvers' Pocket Book.

THE LAND IMPROVERS' POCKET-BOOK OF FORMULÆ, Tables, and Memoranda, required in any Computation relating to the Permanent Improvement of Landed Property. By JOHN EWART, Land Surveyor and Agricultural Engineer. Royal 32mo, oblong. [In the Press.]

Scott Burn's System of Modern Farming.

OUTLINE OF MODERN FARMING. By R. SCOTT BURN. Soils, Manures, and Crops—Farming and Farming Economy, Historical and Practical—Cattle, Sheep, and Horses—Management of the Dairy, Pigs, and Poultry, with Notes on the Diseases of Stock—Utilisation of Town-Sewage, Irrigation, and Reclamation of Waste Land. New Edition. In 1 vol. 1250 pp., half-bound, profusely Illustrated, price 12s.

"There is sufficient stated within the limits of this treatise to prevent a farmer from going far wrong in any of his operations. . . . The author has had great personal experience, and his opinions are entitled to every respect."—*Observer*.

Scott Burn's Introduction to Farming.

THE LESSONS OF MY FARM: a Book for Amateur Agriculturists, being an Introduction to Farm Practice, in the Culture of Crops, the Feeding of Cattle, Management of the Dairy, Poultry, and Pigs, and in the Keeping of Farm-work Records. By ROBERT SCOTT BURN, Editor of "The Year-Book of Agricultural Facts," &c. With numerous Illustrations. Fcp. 6s. cloth.

"A most complete introduction to the whole round of farming practice."—*John Bull*.

"There are many hints in it which even old farmers need not be ashamed to accept."—*Morning Herald*.

Tables for Land Valuers.

THE LAND VALUER'S BEST ASSISTANT: being Tables, on a very much improved Plan, for Calculating the Value of Estates. To which are added, Tables for reducing Scotch, Irish, and Provincial Customary Acres to Statute Measure; also, Tables of Square Measure, and of the various Dimensions of an Acre in Perches and Yards, by which the Contents of any Plot of Ground may be ascertained without the expense of a regular Survey; &c. By R. HUDSON, C.E. New Edition, price 4s. strongly bound.

"This new edition includes tables for ascertaining the value of leases for any term of years; and for showing how to lay out plots of ground of certain acres in forms, square, round, &c., with valuable rules for ascertaining the probable worth of standing timber to any amount; and is of incalculable value to the country gentleman and professional man."—*Farmer's Journal*.

Auctioneer's Assistant.

THE APPRAISER, AUCTIONEER, BROKER, HOUSE AND ESTATE AGENT, AND VALUER'S POCKET ASSISTANT, for the Valuation for Purchase, Sale, or Renewal of Leases, Annuities, and Reversions, and of property generally; with Prices for Inventories, &c. By JOHN WHEELER, Valuer, &c. Third Edition, enlarged, by C. NORRIS. Royal 32mo, strongly bound, price 5s. [Recently published.]

"A neat and concise book of reference, containing an admirable and clearly-arranged list of prices for inventories, and a very practical guide to determine the value of furniture, &c."—*Standard*.

The Civil Service Book-keeping.

BOOK-KEEPING NO MYSTERY: its Principles popularly explained, and the Theory of Double Entry analysed. By an EXPERIENCED BOOK-KEEPER, late of H.M. Civil Service. Second Edition. Fcp. 8vo. price 1s. 6d. cloth.

"A book which brings the so-called mysteries within the comprehension of the simplest capacity."—*Sunday Times*.